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# Navy News

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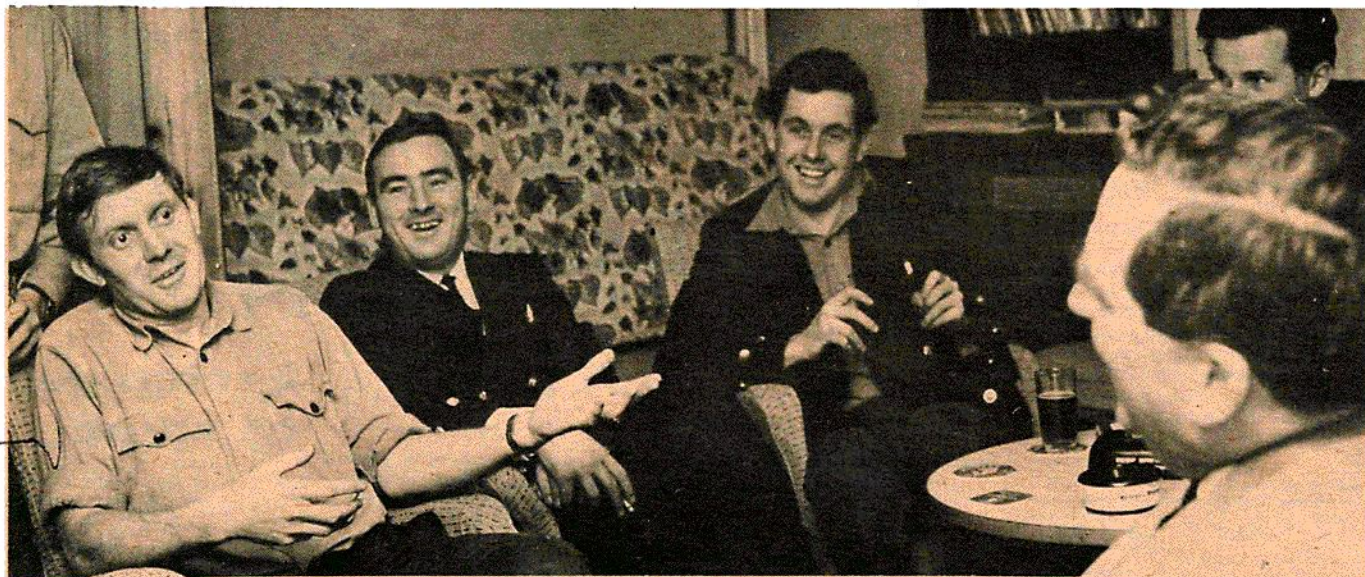
The Newspaper of the Royal Navy and the Royal Naval Association

No. 177, 15th YEAR, FEBRUARY, 1969

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## 'WELL, IT'S DEAD EASY, ENNIT?'



## HEARD THAT BUZZ ABOUT...?

A denial from Mr. Maurice Woodruff, the famous television personality, has lifted the gloom from one of the larger units of the Fleet.

The more unlikely the rumour, the greater the certainty that it will spread like a prairie fire, and this was no exception.

Word got around the ship that

Mr. Woodruff had predicted "that a British warship would leave port and not return." There were various embellishments of "heavy loss of life," and details which linked the prediction with a ship due to go on trials.

One man was so worried that he did not report back after leave, and so missed the trials — which in fact were completed without complications.

Numerous inquiries followed, including checks with newspapers and television departments concerning features and programmes which had included astrology.

### ANXIETY LETTERS

Mr. Woodruff is at present in America, but his secretary (Miss Mary O'Leary) told the Navy News:

"We first heard the story about two months ago, when letters were received from a naval rating and from a naval wife. They said they were worried about the prediction, and asked whether it was true that it had been made."

"I checked with Mr. Woodruff, who said he had not made this prediction, nor anything like it."

Miss O'Leary added that Mr. Woodruff would never publish a prediction likely to cause such

anxiety as had been aroused by the rumour which led to the letters he had received.

Mr. Denis Healey, Defence Secretary, seems to be "getting the message" in the chiefs' mess of H.M.S. Hampshire.

Below — "It's your move." In political life (the Minister may be reflecting) somebody is always telling you that!



## FILL UP AT 15 KNOTS

New technique of in-flight refuelling from a small ship (H.M.S. Rothesay) enables a big Wessex Mk. III helicopter to patrol for longer, away from its parent vessel.

## Fleet review

The Queen, accompanied by the Duke of Edinburgh, is to review ships of the Western Fleet in Torbay on July 28 and 29, and to present new colours.

She last inspected the Navy at sea in 1965, when she reviewed the Home Fleet in the Clyde.

No announcement has yet been made about the ships to take part, but possibilities include the newly-converted H.M.S. Blake (9,550 tons) and at least one guided-missile destroyer.

## Fearless now in the Med.

As the first instalment of Britain's enlarged contribution to NATO naval forces in the Mediterranean, the 12,000-ton assault ship H.M.S. Fearless sailed from Devonport on January 15 with Royal Marines of 45 Commando aboard.

A commando ship, assault ship, or aircraft carrier will be deployed in the Mediterranean almost continuously. Meeting in Brussels next day, NATO defence ministers approved the concept of an "on call" allied naval force for the Med., subject to resolution of political control details.

The NATO force is to have a nucleus of three ships of destroyer escort size or larger — one each from the U.K., U.S.A., and Italy — made up by other ships to a total of about six.

One of the most modern ships in the NATO alliance, the Fearless will also have on board two troops of armoured cars, 7 Battery 95 Commando Light Regiment, Royal Artillery, Wessex 5 helicopters from 845 Squadron.



# Cruise fleet's action display

Seven ships of the Royal Navy's Western Fleet are on their way to South America, where they will pay a series of courtesy visits to five countries.

The ships are led by the guided-missile destroyer H.M.S. Hampshire, wearing the flag of the Flag Officer Flotillas Western Fleet, Vice-Admiral A. M. Lewis.

Other ships taking part are the Leander class frigates H.M.S. Arethusa and H.M.S. Juno, H.M. submarines Otus and Narwhal, the fleet tanker R.F.A. Olwen, and the stores support ship R.F.A. Lyness.

A small exhibition of naval equipment was embarked in the Lyness for display at ports visited, as a contribution to the export drive.

During Channel exercises before the cruise, the Hampshire received a visit from the Secretary of State for Defence, Mr. Denis Healey, who flew in a naval helicopter from R.N.A.S. Yeovilton. He saw firings and manoeuvres by the ships, and next day visited the Arethusa.

### THROUGH PANAMA

The ships sailed for the West Indies before passing through the Panama Canal for the west coast of South America.

They plan to visit Callao (Peru), February 21-27; Valparaiso (Chile), March 6-10; and will then divide into three groups for visits to Buenos Aires, Mar Del Plata, the Falklands Islands, and Montevideo during the latter part of March.

The ships will be together again for the final visit of their cruise to Rio de Janeiro in early April, when H.M.S. Rothesay will replace the Arethusa.

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## DRAFTY'S CORNER

## Feb. fill-card

February is the time for the men in Home Sea and Port Service to fill in their Drafting Preference Cards. Some men are better than others in navigating the rocks and shoals of the Preference Card, and those who are flummoxed by its complexity tend to go to the wrong place, simply because Drafty fails to hoist in what they want.

The purpose of this article is to give everyone a fair crack. First a word about the jargon.

This is what words we use mean:

**Port Service** — All shore jobs in the U.K., plus the Rapid and the Manxman (day-running ships). Reserve Fleet, long refits and ships building also count as P.S.

**Home Sea Service** — All ship service other than G.S.C., F.S.C., or L.F.S.

**General Service (as in G.S.C.)** — Service in a ship, some of which is overseas and some U.K. based.

**Foreign Service (as in F.S.C.)** — Service in a ship which is based abroad, but which may come back to the U.K. for refit and sea trials.

**Local Foreign Service** — Service abroad (afloat or ashore) in which a married man who wants to be accompanied can get a free passage for his family, provided he is over 21.

## Where the Jobs Are

Those ships commissioning for the first time for H.S.S. or commissioning or re-commissioning for G.S.C. and F.S.C. are included in the Commissioning Forecast, brought up to date every month in this newspaper.

Ships on continuous commission (e.g. Forth, Triumph, 6th M.C.M. ships, and those on H.S.S. (unless commissioning from building or after refit)) never appear here, nor do all those on fixed commission but not due to change their companies in the next year or so.

For a breakdown branch by branch of the shore billets at home and abroad get hold of a copy of D.C.I. 1459/67. Changes since it was printed have swallowed up some of the foreign billets, but by and large those at home have not been substantially altered since.

## Pet Hates

The form provides for you to mark with a cross the one place in the U.K. you would like to avoid. It is often tricky enough to keep you out of one place, but if you treat the whole section as a pool coupon and splash X's over two or more areas, you make it even more difficult for us to satisfy you.

## List of ships for which C.N.D. will be issuing Draft Orders during March, 1969

SHIP	JOINING IN SEPTEMBER FOR:
PUNCHSTON (M.C.M.9)	MAIN PARTY
HYDRA (Survey Ship)	MAIN PARTY
DIDO (G.S.C.)	MAIN PARTY
FIFE (G.S.C.)	RETARD (THIRD) PARTY
LONDONDERRY	TRIALS CREW

## DIANA'S HONGKONG 'RETREAT' PARTY

The Band of the 1st Battalion, the Duke of Wellington's Regiment in January Beat Retreat adjacent to H.M.S. Diana, commanded by Cdr. E. D. L. Llewellyn, at the North Wall of H.M.S. Tamar, Hongkong. There was a naval guard for the ceremony.

More than 100 guests were welcomed to a cocktail party on board the Diana to the stirring strains of the pipes played by four men from the Gurkhas, who also played at intervals during the party.

Among the guests were Commodore P. R. C. Higham, Commodore-in-Charge, Hongkong, and Mrs. Higham, who witnessed the moving ceremony on the jetty from the fore-castle of the Diana.

Lieut. Derek Brock, gunnery officer of H.M.S. Diana, commanded the well-turned-out guard, and R01 George Mouter, of Peterlee, County Durham, was in charge of lowering the ensign at sunset.

Sailors from the Diana, living under canvas, have been working near Silvermine Bay, Lantau, building a path round a hillside.

The Diana left Hongkong on January 20, and is due to arrive home at Plymouth in April.

## (DON'T LET JARGON FLUMMOX YOU)

If you say you dislike two or more places the chances that we may have to send you to one of them (perhaps the one you like least) are increased.

## Personal Facts

Because we have to ask you so many questions there is plenty of room for contradictory answers. The "personal facts" box is the place where you can resolve conflicts. For example, you may be willing to serve early out of turn in a particular ship or class of ship, but not in any ship.

Or you may want to go to sea early, preferably to one ship, but if she has no vacancies you may be quite happy to go to another.

Or you may have a relative you would like to serve with. Or you may be willing to go to sea early out of turn, but only in a ship based on a particular port.

Do not use the box to ask for a bricklaying course, to express a view on the English climate, or to tell Drafty something he knows already — like the date your time will be up.



"It's standard training for all drafting officers... helps them to get the feel of the job!"

## Exchanges of ships

The following ratings are anxious to exchange ships. Anyone interested should write to the applicant direct. Requests to transfer must be submitted to the respective commanding officers in the normal Service manner.

B. Morrison, LRO(T), H.M.S. Mercury, Detailed Tartar May 21 — refit (Devonport) until January, 1970, then G.S.C. Home / Far / East. Will exchange for any G.S.C. departing for Far East this year.

R. O'Donnell, LME(ICE), 84 Shaftesbury Road, Gosport, Detailed H.M.S. Lincoln at Devonport, April 30. Will exchange for any port based ICE ship, or any L.F.S.

D. Charnock, OEM l/c, H.M.S. Leverton, Detailed H.M.S. Collingwood (over six months) in June. Will exchange for any G.S.C. or Foreign Service.

C. D. White, LSA, R.N. Air Station, Yeovilton. Will exchange for billet in Portsmouth or Chatham area. Draft is for "over six months."

M. G. NEW, AB (GL2), 33A Mess, H.M.S. Drake, Serving in H.M.S. Ark Royal, at Devonport, for long refit / trials / G.S.C. Will exchange for any foreign draft.

D. Bennett, AB (RP\*3), 1 Mess, H.M.S. Rapid, Rosyth, on draft to H.M.S. Verulam (Portsmouth based Home Sea Service) March 10, will exchange for shore establishment in Rosyth Area (preferably Cochran or Caledonia) or Rosyth based Home Sea Service—over six months.

## H.M.S. Verulam

The 25-year-old fast anti-submarine frigate, H.M.S. Verulam, commissioned at Devonport last month for service with the under-water experimental establishment at Portland.

A Plymouth Salvation Army band played for the ceremony.

**DRAFTING PREFERENCE CARD** (for instructions see over)

Form B.45 (Revised 1966)

Ship/Establishment: **NAVY JONES**

NAME: <b>SINBAD AB</b>	OFFICIAL NO.: <b>P/MX. 853698</b>	RATE: <b>LDG. STD.</b>	S.Q.
AREA PREFERENCE—PORT SERVICE		AREA PREFERENCE—HOME SEA SERVICE	
If choice is only one of them I choose		Mark 1, 2, 3 in order of preference. If no particular preference put 1 in ANY.	
PORTSMOUTH <input checked="" type="checkbox"/> DEVONPORT <input type="checkbox"/>		Portsmouth 1 Devonport 3 Rosyth	
If choice is wider insert 1, 2, 3 in order of preference and X against any one area you wish to avoid.		N. Ireland Chatham 3 S.W. Scotland	
If no particular preference put 1 in ANY. (Note 3)		Any Portland 2	
Portsmouth 1 Devonport 3 Rosyth 2		Ship/Squadron Preference (Note 4)	
N. Ireland Chatham S.W. Scot. Harwich		1. WAKEFUL 2. D.T.S. 3.	
N. Scotland S. Wales N. England Midlands		Are you a volunteer for H.S.S. as soon as possible?	
ANY		Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	
I am a volunteer for the course(s) for:		Which is more important? (tick)	
Po STD		Area Preference <input checked="" type="checkbox"/> Ship/Squadron <input type="checkbox"/>	
OVERSEAS SERVICE (Notes 4 and 6)			
When next due for G.S.C./F.S.C. tick which you prefer:			
G.S.C. <input checked="" type="checkbox"/> F.S.C. <input type="checkbox"/>			
Type or name of ship preferred: <b>PHOEBE</b>			
Area preferred: <b>F.S.</b>			
Do you want to go early out of turn to G.S.C. Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>			
If a billet is available do you want L.F.S.:			
In normal course Yes <input checked="" type="checkbox"/> Early out of turn No <input type="checkbox"/>			
Ship or Establishment preferred: <b>ANY</b>			
Area preferred: <b>ANY</b>			
DIVISIONAL OFFICER'S REMARKS (Note 7)			
(a) Course(s) for which recommended and date officially applied for. (Note 8).			
(b) Recommendation for instructional duties (Current D.C.I. refer)			
(c) Suitability for small ships			
(d) Suitability for work unsupervised			
(e) Suitability for Staffs or Retirees			
(f) Special aptitudes, skills or interests			
(g) Duties on which employed, equipments in which experienced.			
FOR YOUR NEXT SEA JOB			
YOU DON'T SEE 'EM BUT THEY HELP THE DRAFTING OFFICER			
FOR YOUR NEXT SEA JOB			
NOT PRE-RELEASE VOCATIONAL TRAINING			
OR YOU MIGHT SAY IF NO BILLET IN PHOEBE I AM NOT A VOLUNTEER FOR G.S.C. OUT OF TURN			
COMMANDED OFFICER'S REMARKS			
MAKE SURE THE SHIP IS H.S.S.			

Signed: **N/N11/855/7/66/B** Date:

## D.P.C. HINTS

Making the best use of the Drafting Preference card is essential in efforts to avoid disappointment. Here are some hints on filling them in.

Fifty children from Kam Tin, Walled City, near Yuen Long, spent about four hours on trips aboard two Royal Navy mine-sweepers, H.M.S. Wilkieston and H.M.S. Bossington.

## 'Village fete' aboard Cleopatra

The flight deck of the Leander-class frigate H.M.S. Cleopatra was transformed into a village fete scene for the first social event of 1969, which took place as the ship

was sailing for service in the Far East.

The "fair" raised £36, which was sailing for service in the Far East. The "fair" raised £36, which was sailing for service in the Far East.

Heading east — H.M.S. Cleopatra. At one stage it looked as if she was about to become involved with Cyclone Bertha, but luckily the storm changed course.



is to go to the Yorkshire Association for the Disabled, which has its headquarters at Harrogate, with which H.M.S. Cleopatra have been associated since 1942.

The New Year also brought culmination of competition for the "Bottoms Up" and Beira Bucket trophies between the Cleopatra and H.M.S. Lincoln. After some hard-fought matches both trophies were won by the Cleopatra.

After making her way north, the Cleopatra arrived in the Mozambique Channel to relieve H.M.S. Decoy.

Christmas events included a carol service on the flight deck, and the chaplain was lifted from ship to ship by helicopter for services in the Cleopatra, Lincoln, and R.F.A. Fort Rosalie.

Before sailing from patrol, the Cleopatra embarked stores from the R.F.A. Tarbatness and Fort Rosalie, and topped up with fuel from the tanker R.F.A. Dewdale — deadweight tonnage 60,000 tons. It came as something of a shock to realize that if the Cleopatra had her fuel capacity, she could steam 150 times round the world.

Next stop, en route for the Far East, was Gan in the Maldives Islands.

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# The peaceful Carysfort



One of the few remaining ships of the Royal Navy which saw service in the Second World War, H.M.S. Carysfort, is to be reduced to the Reserve in March, at the end of her final commission.

The present ship, sixth of her name, has won no battle honours despite her most varied service in all parts of the world.

Completed on February 20, 1945, she spent but a short time with the Home Fleet before Germany surrendered.

Thereafter she proceeded to join the British Pacific Fleet, together with her sisters of the Sixth Flotilla. Japan, too, had surrendered by the time she arrived in the Far East.

Her guns were fired at an enemy for the first time (more in sorrow than anger) against Communists ashore during the uneasy transfer of the East Indies from Japanese to Dutch rule in 1946.

By the autumn of 1946, all the "CA" class returned to the United Kingdom to go into Reserve for about ten years.

After a long modernization at Yarrow's, H.M.S. Carysfort recommissioned in 1956. Then followed six years' service in Home waters, the Mediterranean, and in the Far East.

This period, although interesting and enjoyable, was without remarkable incident except in 1960, when she made her mark on the chart by discovering the reef in the Java Sea which now bears her name.

In October, 1962, the Carysfort was taken in hand at Gibraltar for a further modernization, and fitted for, but not with Seacat.

## During confrontation

She recommissioned in 1964 for service on the Home and Mediterranean stations, but the next two years saw her on patrol in Malayan waters during the confrontation, and at Beira. Her platoon marched with fixed bayonets through Mahe, the capital of the Seychelles, during a disturbance there in 1966.

The present commission, the Carysfort's last, has been the most varied. Before work-up she was employed for two weeks as a safety ship at the bombing of the Torrey Canyon, and took part in the subsequent mopping up operations.

The rest of 1967 was spent in a remarkable run of ceremonial duties, as guard ship for Anglo-Dutch Week at Chatham, Kiel Week, Cowes Week, and Dartmouth Regatta, as well as being escort to the Royal Yacht, and to the Eagle, and in visits to Stavanger and Teignmouth.

For nine weeks spanning Christmas, 1967, she was guardship at Gibraltar while the confrontation was at its most Gilbertian, while on her way to the Far East.

The final foreign leg included visits to Mauri-

## RE-ENGAGEMENT GRANTS TO END

The scheme introduced in 1965, by which certain ratings in shortage categories received a grant if they re-engaged for pension before completion of their first engagement, is to end on March 31, 1969.

The financial inducement was brought in as a temporary measure and for a limited period. In November, 1968, the scheme was extended for a short period, and the amount of the grant reduced.

The re-engagement position has now changed for the better, and in consequence it is no longer possible to continue the grants.

H.M.S. Carysfort — soon to be reduced to the Reserve.

tius for the Independence Day ceremonies, and Tonga for the renewal of the Treaty of Friendship. There were exercises at Subic Bay in the Philippines, at Sydney and off Auckland, New Zealand, as well as visits to the Admiralty Islands, New Hebrides, Fiji, and the Farquhar Islands.

It is noteworthy that about a dozen of the original 1945 ship's company visited this ship during this last commission. They, and all those now on board, hope that there will soon be another Carysfort in the Navy List.

The first Carysfort was named after Sir John Proby, Baron Carysfort of Carysfort in County Wicklow, who was a Lord of the Admiralty in 1757, and again in 1762. Her badge is the crest of the family, and a translation of her motto is "This hand is deadly to tyrants."

## Brigade fought ashore

All the Carysforts have been small ships, but perhaps the most famous was the third, a screw cruiser of 1878. Her naval brigade fought ashore with great distinction during the Suez Campaign of 1882-85, and particularly at the Battle of El Teb, when Captain Arthur Wilson won his Victoria Cross defending a corner of the British square with a broken sword.

The fourth Carysfort, another cruiser, served throughout the First World War in the Harwich Force and the Grand Fleet. The fifth Carysfort was a very small vessel.

The present H.M.S. Carysfort, built by White's, of Cowes, displaces 2,749 tons (full load). Length is 363 feet (o.a.) and beam 36 feet. Main armament is three 4.5 inch guns. The ship is also fitted with three 40 mm. A.A. guns and two triple-barrelled anti-submarine mortars.

The ship's complement is ten officers and 190 ratings. Messdecks are fitted with bunks having individual reading lights, meals are served on the cafeteria system, and air conditioning is fitted throughout the ship.

## Photo postcards

Photo postcards of H.M.S. Carysfort or any other ship in this series, are obtainable from Navy News, Dept. P.C., R.N. Barracks, Portsmouth, price 1s. each (10s. per dozen, stamps, postal order or cheque).

A standing order for the supply of each new card on publication, for 12 issues, can be arranged on receipt of postal order or cheque for 12s.

Other ships in this series are: Theseus, Ocean, Bulwark, Centaur, Glasgow, Kenya, Newcastle, Albion, Ark Royal, Loch Killisport, Diana, Taciturn, Daring, Chevron, Zest, Vanguard, Murray, Cumberland, Scorpion, Liverpool, Apollo, Lynx, Salisbury, Sheffield, Girdleness, Maidstone, Newfoundland, Warrior, Britannia, Bermuda, Victorious, Corunna, Alamein, Vigo, Tyne, Jutland, Talent, Palliser, Explorer, Porpoise, Redpole, Gambia, Tiger, Russell, Dainty, Protector, Undine, Defender, Dartington, Carron, Whitby, Eastbourne, Torquay, Mounts Bay, Belfast, Hermes, Armada, Yarmouth, Lion, Hartland Point, Leopard, Token, Chichester, Echo, Loch Fada, Tenby, Puma, Blake, Excalibur, Troubridge, Rhyl, Camperdown, Oberon, Cachalot, Blackpool, Berwick, Diamond, Acheron, Layburn, Scarborough, Sea Lion, Falmouth, Ashanti, Broadsword, R.F.A. Tidesurge, Striker, Plymouth, Barossa, Virago, Llandaff, Nubian, Hampshire, Gurkha, Caprice, Adamant, Eskimo, Duchess, Brave Borderer, Agincourt, Leander, Grenville, Tartar, Jaguar, London, Kent, Ajax, Devonshire, Lowestoft, Hardy, Dreadnought, Eagle (modernized), Lynx (modernized), Osiris, Cambrian, Loch Lomond, Dido, Wakeful, Triumph, Sidlesham, Alderney, Trump, Roebuck, Mohawk, Hecla, Naiad, Zulu, Lofoten, Reclaim, Grafton, Orpheus, Ursa, Woolaston, Dundas, Brighton, Fearless, Manxman, Glamorgan, Auriga, Forth, Hecate, Finwhale, Olwen (formerly Olynthus), Relentless, Fife, Intrepid, Dampier, Aisne, Leopard (1967), Ocelot, Galatea, Londonderry, Abdiel, Sirius, Vidal, Minerva, R.F.A. Engadine and Warspite.

## LEADING POINTS ON ROSTERS

The following table shows the total points at the top of each advancement roster as at December 1. The number in parenthesis indicates the number of men with the same number of points.

When a roster is shown as "Int" (Intermediate) it means that there are fewer men on the roster than can possibly fill the expected vacancies during the next nine months.

Ratings lacking seniority, V.G. conduct, or medically unfit, have been omitted.

CPO	PO	LS
1425	214	Int
Ch Smkr	Ch Shpt	Ch Shpt
989	Int	Int
CPO Wtr	PO Wtr	L Wtr
1599	395	267
CPO SA	PO SA	L SA
1703	445	307(4)
CPO Ck (ex S)	PO Ck (ex S)	L Ck (ex S)
1709	1252(2)	375
CPO Std	PO Std	L Std
2162	572	Int
CPO Ck (ex O)	PO Ck (ex O)	L Ck (ex O)
2233	1041	303
MAA	MAA (ex Cox'n)	RPO
1457	1392	602

CERA/Ch Meech

384/257

Ch M(E)

2162(2)

CCEA/Ch

C El Meech

Dry

PO CEM/PO

O El

Dry

Ch R El

1270

CPO MA

594

CCY

1319

CRS

1639

CRS (W)

Int

CAA(AE)

Dry

CAM(O)

Dry

CHELMECH

(Air)

Dry

CAF(AE)

2491

CAF(O)

2404

CA(AH)

2173

CA(SE)

1099

CA(Phot)

1295

CA(Met)

1589

CHEL(Air)

2245

CHREL(Air)

2220

Int

Dry

POAF(AE)

289

POAF(O)

395

POA(AH)

910

POA(SE)

231

POA(Phot)

338

POA(Met)

76

POEL(Air)

177

POREL(Air)

Int

Dry

LAM(AE)

Normal

LAM(O)

397

LA(AH)

220

LA(SE)

Int

LA(Phot)

384

LA(Met)

77

LEM(Air)

Int

LREM(Air)

Dry

## Advancements

Confirmation has been received that the following have been advanced to the Chief Petty Officer, Chief Artificer, or Chief Mechanic rate:

To A/CERA  
956449 A. Petrie; 888063 C. D. Le Cornu; 918325 J. J. Knight; 933707 F. L. Porritt; 933625 A. B. Clark.

To A/Ch Meech  
931136 R. Thorley-Smith; 891232 E. C. Allen.

To A/Ch Shpt  
943656 R. E. Clark.

To Ch M(E)  
907630 W. Jewel; 770428 A. Sheret; 897857 A. M. Burcham; 846627 S. L. Chassey; 897785 E. Foden; 902979 K. W. Lambert.

To A/CCEA  
943726 D. C. Merritt.

To A/COEA  
758995 D. Cheer; 64032 J. Tilford

To Ch Elect  
927613 D. M. Collins; 895453 J. Archer.

To A/CREA  
902448 L. J. J. Doubleday; 902587 B. R. Vinson.

To A/Ch REI Meech  
964726 J. L. Hepworth.

To Ch REI  
927629 A. D. Wilkinson; 937228 K. Elsy.

To CCY  
926471 T. N. Hulse.

To CPO  
864556 L. C. Drabble; 818417 B. Catterall; 842749 L. A. K. Williams; 858321 J. E. Painter; 858194 R. A. Kerr; 865240 D. M. S. Donohoo; 889450 W. T. Walker; 865307 T. Dargan; 882987 P. E. Laphorne; 850307 E. J. Harding; 889489 G. G. Fookes; 865927 R. H. Thornhill.

To MAA  
871456 E. G. Cooke; 890415 D. J. Wallis.

To CPO Wtr  
896500 F. McIntyre; 896471 L. N. Eschle; 904546 J. Tomlinson; 890819 K. M. White; 853712 R. A. Wiggins; 913246 E. G. Wildig.

To CPO SA  
887513 N. Appleby.

To CAA(AE)  
F 943987 J. L. Bennett; FX 887722 J. Robertson.

To CAF(AE)  
FX 816175 P. J. Smith; FX 846308 S. G. Pearson; FX 872051 T. Owen; FX 744840 J. Barker.

To CAF(O)  
FX 886638 R. Elliott.

To CA(AH)  
FX 906094 G. S. Evison.

To CEA (Air)  
F 971951 B. Osgood; F 969517 J. R. S. Cox.

To Ch El (Air)  
FX 880926 P. F. O'Sullivan.

To Ch REI (Air)  
FX 868045 G. H. Wilde.

## Talks on pensions

Readers may be wondering how the Government's White Paper on an earnings-related National Superannuation and Social Insurance Scheme will affect them.

There are many details still to be worked out. Indeed, the White Paper was deliberately issued well in advance of legislation to allow for full discussion on its proposals and, in particular, on how they will affect those (such as most servicemen) who are already covered by occupational pension schemes.

The Ministry of defence's aim in such discussions will be to arrive at a method of dovetailing the new State Scheme and the services' own pension arrangements on terms fair to service personnel.

It is likely to be many months before the results of these negotiations can be made known, but they will be published as soon as practicable.

The new arrangements are not, of course, due to start until 1972.

## Blake fire at Portsmouth

Fire broke out on January 21 on board H.M.S. Blake, nearing completion in dry dock at Portsmouth as the Navy's first command ship and helicopter cruiser.

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# COMMISSIONING FORECAST

The last two guided-missile destroyers — H.M.S. Antrim and H.M.S. Norfolk — now building at Govan and Wallsend respectively, are to complete to 40 per cent. of their ships' companies during February.

They will start their many trials in August and September this year, and will join the Fleet before the middle of 1970.

The commissioning forecast is as follows:

## FEBRUARY

**CHARYBDIS** (GP Frigate). February 3 at Belfast. Port Service. Approx. 40 per cent. ship's company. U.K. Base Port, Portsmouth.

**ANTRIM** (GM Destroyer). February 16 at Glasgow. Port Service. Approx. 40 per cent. ship's company. U.K. Base Port, Portsmouth.

**CAPRICE** (Destroyer). February 20 at Chatham. LFS(A). Half trials crew (Gibraltar refit).

**BLAKE** (Cruiser). February 27 at Portsmouth. General Service Commission. Home/East of Suez (FE)/Home. U.K. Base Port, Portsmouth.

**PLYMOUTH** (A/S Frigate). February 27 at Chatham. General Service Commission. Home/East of Suez (FE)/Home. U.K. Base Port, Devonport.

**MANXMAN** (ME officers' training ship). February 25 at Portsmouth. Port Service. U.K. Base Port, Devonport.

**NORFOLK** (GM Destroyer). February at Wallsend. Port Service. Approx. 40 per cent. ship's company. U.K. Base Port, Portsmouth.

## MARCH

**APPLETON** (CMS). March 1 at Bahrain. Recommission with reduced crew. Foreign Service Commission.

**WOOLASTON** (CMS). March 20 at Gibraltar. Ferry crew only.

**CAVALIER** (Destroyer). March 27 at Gibraltar. LFS(A). Half trials crew.

**BACCHANTE** (GP Frigate). March 31 at Portland. General Service Commission. Wasp. U.K. Base Port, Portsmouth.

**820 SQUADRON, BLAKE**. March-May at Cudmore. General Service Commission. Wessex. U.K. Base Port, Portsmouth.

**HERMIONE FLIGHT**. March 31 at Portland. General Service Commission. Wasp. U.K. Base Port, Portsmouth.

## APRIL

**892 SQUADRON, ARK ROYAL**. April 21 at Yeovilton. General Service Commission. Phantoms. U.K. Base Port, Devonport.

**HARDY** (A/S Frigate). April 11 at Gibraltar for trials. Home Sea Service.

**JUPITER** (GP Frigate). April 18 (tentative) at Devonport. General Service Commission. Home/East of Suez (FE)/Home. U.K. Base Port, Devonport.

**GLAMORGAN** (GM Destroyer). April 21 at Portsmouth. General Service Commission (Phased). Home/East of Suez (FE). U.K. Base Port, Devonport.

**HERMIONE** (GP Frigate). April 21 at Glasgow. Port Service. Approx. 40 per cent. ship's company. U.K. Base Port, Portsmouth.

**GRENVILLE** (A/S Frigate). April 24 at Portsmouth. Home Sea Service. (Trials vice Wakeful.) U.K. Base Port, Portsmouth.

## MAY

**KELLINGTON** (M/H). May 8 at Chatham.

## Two missile destroyers near completion

for trials. Port Service. Commissions June 5.

**CHARYBDIS FLIGHT**. May at Portland. General Service Commission. Wasp. U.K. Base Port, Portsmouth.

**BACCHANTE** (GP Frigate). May 24 (tentative) at Portsmouth for trials. Port Service. U.K. Base Port, Portsmouth.

**CHARYBDIS** (GP Frigate). May 30 at Portsmouth for trials. Port Service. U.K. Base Port, Portsmouth.

## JUNE

**KENT** (GM Destroyer). June 5 at Portsmouth. L.R.P. Port Service.

**KELLINGTON** (M/H). June 5 (tentative) at Chatham. Home Sea Service. 4th M.C.M. Squadron. U.K. Base Port, Rosyth.

**HARDY** (A/S Frigate). June 6 at Gibraltar. Home Sea Service. Portland Squadron. U.K. Base Port, Chatham.

**TARTAR** (GP Frigate). June 22 at Devonport. General Service Commission. Home/East of Suez (FE)/Home (Phased). U.K. Base Port, Devonport.

**HYDRA FLIGHT**. June 23 at Portland. Foreign Service Commission. Wasp. U.K. Base Port, Chatham.

**ENDURANCE** (Ice Patrol Ship). End June at Portsmouth. 50 per cent. of ship's company. General Service Commission (Home/South Atlantic/South America). U.K. Base Port, Portsmouth.

**HERMIONE** (GP Frigate). June 27 at Portsmouth. General Service Commission. Home/East of Suez (FE)/Home. U.K. Base Port, Portsmouth.

## JULY

**ASHANTI** (GP Frigate). July 10 at Portsmouth for trials. Commissions October 7.

**PUMA** (AA Frigate). July 17 at Devonport. General Service Commission (Phased). Home/East of Suez (FE)/Home. U.K. Base Port, Devonport.

**SALISBURY** (A/D Frigate). July 24 (tentative) at Devonport for trials. Port Service. U.K. Base Port, Devonport. Commissions October 23 (tentative).

**VIDAL** (Survey ship). July 31 at Chatham. General Service Commission. Persian Gulf and Indian Ocean. U.K. Base Port, Chatham (A).

## AUGUST

**RHYL** (A/S Frigate). August 8 at Rosyth. Special refit DY control. Port Service.

**ANTRIM** (GM Destroyer). August 15 (tentative) at Portsmouth for trials. Port Service. U.K. Base Port, Portsmouth. Commission April 15, 1970.

**SCYLLA** (GP Frigate). August 27 at Devonport for trials. Port Service. Commissions January, 1970 (tentative).

**LONDONDERRY FLIGHT**. August 25 at Portland. General Service Commission. Wasp. U.K. Base Port, Portsmouth.

**WISTON** (CMS). August 30 at Bahrain. Foreign Service (Middle East). 9th M.C.M. Squadron (A).

## SEPTEMBER

**NORFOLK** (GM Destroyer). September (tentative) at Portsmouth for trials. Port Service. U.K. Base Port, Portsmouth. Commissions July, 1970.

**PUNCHESTON** (CMS). September 4 at Bahrain. 9th M.C.M. Squadron. Foreign Service. Middle East (A).

**HYDRA** (Survey Ship). September 9 at Chatham. Foreign Service Commission. East of Suez (FE). U.K. Base Port, Chatham.

**DIDO** (GP Frigate). September 18 at Chatham. General Service Commission (Phased). Home/East of Suez (FE)/Home. U.K. Base Port, Chatham.

**LONDONDERRY** (A/S Frigate). September 25 at Rosyth for trials. Port Service. Commissions December 3.

**CHARYBDIS** (GP Frigate). September at Portsmouth. General Service Commission. Home/East of Suez (FE)/Home. U.K. Base Port, Portsmouth. (Captain's command with full staff.)

**BACCHANTE** (GP Frigate). September at Portsmouth. General Service Commission. Home/East of Suez (FE)/Home. U.K. Base Port, Portsmouth.

## OCTOBER

**ASHANTI** (GP Frigate). October 7 at Portsmouth. General Service Commission. Home/East of Suez (FE)/Home. (Captain's Command.) U.K. Base Port, Devonport.

**BEACHAMPTON** (CMS). October 8 at Bahrain. Foreign Service. Middle East. 9th M.C.M. Squadron (A).

**YARNTON** (CMS). October 8 at Bahrain. Foreign Service. Middle East. 9th M.C.M. Squadron.

**SALISBURY** (A/D Frigate). October 23 (tentative) at Devonport. General Service Commission. Home/East of Suez (FE)/Home. U.K. Base Port, Devonport.

**LOWESTOFT** (A/S Frigate). October 30 (tentative) at Chatham for trials. Port Service. Commissions December 4 (tentative).

## NOVEMBER

**BULWARK** (Cdo. ship). November 5 at Portsmouth. Home Sea Service/Foreign Service from date of sailing for East of Suez (Far East). U.K. Base Port, Portsmouth (C).

**AURORA** (GP Frigate). November 20 at Chatham. General Service Commission (Phased). Home/East of Suez (FE)/Home. U.K. Base Port, Chatham. Captain's Command.

**ACHILLES** (GP Frigate). November at Glasgow. Port Service. Approx. 40 per cent. ship's company. U.K. Base Port, Chatham.

**GURKHA FLIGHT**. November at Portland. General Service Commission. Wasp. U.K. Base Port, Rosyth.

**NAIAD** (GP Frigate). November 27 at Portsmouth. General Service Commission (Phased). Home/East of Suez (FE)/Home. U.K. Base Port, Portsmouth.

**ANTRIM FLIGHT**. November at Portland. General Service Commission. Wessex. U.K. Base Port, Portsmouth.

## DECEMBER

**LOWESTOFT** (A/S Frigate). December 4 (tentative) at Chatham. General Service Commission. Home/East of Suez (FE)/Home. U.K. Base Port, Chatham.

(FE)/Home. U.K. Base Port, Chatham.

**LONDONDERRY** (A/S Frigate). December 3 at Rosyth. General Service Commission. Home/East of Suez (FE)/Home. U.K. Base Port, Portsmouth.

**SCYLLA FLIGHT**. December at Portland. General Service Commission. Wasp. U.K. Base Port, Devonport.

## JANUARY, 1970

**849B SQUADRON, ARK ROYAL**. Early 1970 at Brawdy. General Service Commission. U.K. Base Port, Devonport. Gannets.

**SCYLLA** (GP Frigate). January (tentative) at Devonport. General Service Commission. Home/East of Suez (FE)/Home. U.K. Base Port, Devonport. Captain's Command with full staff.

**JUNO** (GP Frigate). January 8 at Chatham. General Service Commission (Phased). Home/East of Suez (FE)/Home. U.K. Base Port, Chatham. Captain's Command with full staff.

**HECLA** (Survey ship). January 13 at Devonport. General Service Commission. North Atlantic/West Indies. U.K. Base Port, Devonport (A).

**BERWICK** (A/S Frigate). January 14 (tentative) at Chatham for trials. Port Service. Commissions end of February, 1970 (tentative). U.K. Base Port, Portsmouth.

**HAMPSPHIRE** (GM Destroyer). January 20 at Devonport. L.R.P. Port Service.

**ZULU** (GP Frigate). January 21 at Rosyth. General Service Commission (Phased). Home/East of Suez (FE)/Home. U.K. Base Port, Rosyth (C).

**HECLA** (Survey ship). January 27 at Devonport. General Service Commission. Home/North Atlantic. U.K. Base Port, Devonport (A).

**BRINTON** (M/H). January 28 at Bahrain. Foreign Service. Middle East. 9th M.C.M. Squadron.

**824 SQUADRON, ARK ROYAL**. Early 1970 at Cudmore. General Service Commission. U.K. Base Port, Devonport. Sea Kings.

**NORFOLK FLIGHT**. Early 1970 at Portland. General Service Commission. Wessex. U.K. Base Port, Portsmouth.

**ACHILLES FLIGHT**. Early 1970 at Portland. General Service Commission. Wasp. U.K. Base Port, Chatham.

**ARK ROYAL SAR FLIGHT**. Early 1970 at Cudmore. General Service Commission. Whirlwind or Wessex. U.K. Base Port, Devonport.

## FEBRUARY

**GAVINTON** (M/H). February at Bahrain. Foreign Service (Middle East). 9th M.C.M. Squadron (A).

**JAGUAR** (AA Frigate). February at Chatham. General Service Commission (Phased). Home/West Indies. U.K. Base Port, Chatham.

**BERWICK** (A/S Frigate). End of February (tentative) at Chatham. General Service Commission. Home/East of Suez (FE)/Home. U.K. Base Port, Portsmouth.

**GURKHA** (GP Frigate). End of February (tentative) at Rosyth. General Service Commission. Home/East of Suez (FE)/Home. I.K. Base Port, Rosyth.

**LLANDAFF** (AD Frigate). February at Devonport. General Service Commission (Phased). Home/East of Suez (FE)/Home. U.K. Base Port, Devonport.

**FAWN AND FOX** (Coastal Survey craft). February at Devonport. General Service Commission. West Indies/Home. U.K. Base Port, Devonport.

**ARGONAUT** (GP Frigate). February at Devonport. General Service Commission (Phased). Home/East of Suez (FE)/Home. U.K. Base Port, Devonport.

**DIOMEDE** (GP Frigate). February at Glasgow. Port Service. Approx. 40 per cent. of ship's company. U.K. Base Port, Chatham.

## MARCH

**DANAE** (GP Frigate). March at Devonport. General Service Commission (Phased). Home/East of Suez (FE)/Home. U.K. Base Port, Devonport. (Captain's Command with full staff.)

**ACHILLES** (GP Frigate). March at Chatham for trials. Port Service. Commissions June. U.K. Base Port, Chatham.

## APRIL

**TORQUAY** (A/S Frigate). April. L.R.P. complement at Chatham (tentative). Port Service.

**MOWHAWK** (GP Frigate). April. L.R.P. complement at Gibraltar. Port Service.

**BRERETON** (M/H). April at Bahrain. Foreign Service (Middle East). 9th M.C.M. Squadron (A).

**ANTRIM** (GM Destroyer). April 15 at Portsmouth. General Service Commission. Home/East of Suez (FE)/Home. U.K. Base Port, Portsmouth.

## Submarine drafting

The final manning date given is the date when the whole crew will be complete.

Apart from the small refit crew, manning will be carried out in the following sequence:—

Four months before final manning date, 1 LREM or REM; two months before final manning date, 1 OEA, 1 POCEL/POEL, 1 LOEM/LCEM/CEM/OEM; one month before final manning date, 1 ERA, 1 LME, 2 ME, 1 UW1, 2 UW2/UW\*, 1 PORE/REA; two weeks before final manning date, 1 ERA, 1 LME, 2 ME, 1 UC1, 1 EA; one week before final manning date, Coxn; final manning date, balance of crew.

The above is for a P or O class submarine; there will be slight variations for A and T class submarines.

Drafting preference cards



Dolly Gray hands over to Dixie Dean, and (below) the triumphant runners with the team manager (Lieut. Ken Penfold).

## Hermes breaks Peak record

Spurred on by last year's report of H.M.S. Eagle's success in the Hongkong Peak Race, Hermes Harriers went into strict training on passage from Sydney, despite a fairly continuous flying programme.

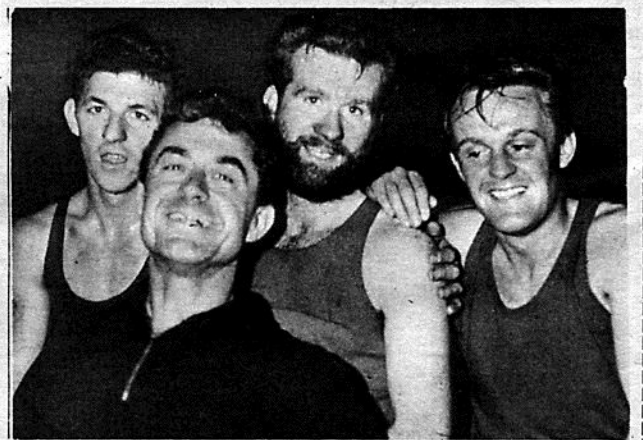
The hour of 0600 on the chosen day in Hongkong saw assembly of three runners and a Land Rover. The start was, however, a little more hazardous since the Eagle's run, as Garden Road is now a one-way street, and the Hermes contingent were going the wrong way!

Pounding up the narrow road, the Hermes men ate up the miles. At Jardine's corner

the time was 16min. 32.8sec. (chopping the Eagle record by 1min. 32.2sec.). Higher still they went, until they emerged through the mists enveloping the Peak to reach View Point in 22min. 48.4sec.

This clipped a further 1min. 6.1sec. from the Eagle record for the full course.

The successful Hermes trio were Lieut. Peter Fagge and EA2s "Dolly" Gray and "Dixie" Dean. Their record has been ratified by the P.T. staff of H.M.S. Terror



## MAY

**LEANDER** (GP Frigate). Early May. Dockyard control at Devonport. Port Service.

**ARETHUSA** (GP Frigate). May. Recommission (Phased) at Portsmouth. General Service Commission. Home/East of Suez (FE)/Home. Captain's Command. U.K. Base Port, Portsmouth.

## JUNE

**CLEOPATRA** (GP Frigate). June at Devonport. General Service Commission (Phased). Home/East of Suez (FE)/Home. U.K. Base Port, Devonport.

**ACHILLES** (GP Frigate). June at Chatham. General Service Commission. Home/East of Suez (FE)/Home. U.K. Base Port, Chatham.

**DIOMEDE** (GP Frigate). June at Chatham for trials. U.K. Base Port, Chatham. Commissions October.

**FEARLESS** (Assault Ship). June at Devonport. Home Sea Service/Foreign Service from date of sailing for East of Suez (FE). U.K. Base Port, Devonport (A).

**ENDURANCE** (Ice Patrol Ship). June at Portsmouth. 50 per cent. of ship's company. General Service Commission. Home/South Atlantic South America. U.K. Base Port, Portsmouth.

## MID-1970

**BULLDOG AND BEAGLE** (Coastal Survey Craft). At Chatham. General Service Commission. Home/West Africa/Med. U.K. Base Port, Chatham.

**DIOMEDE FLIGHT**. At Portland. General Service Commission. U.K. Base Port, Chatham. Wasp.

NOTES—It is emphasized that the dates and particulars given are forecasts only and may have to be changed — perhaps at short notice.

The term "U.K. Base Port" means the port at which the ship may normally be expected to give leave and refit.

For ships which are to be phased-commissioned, the dates quoted are those on which the main party will join. Drafting action is initiated about six months ahead of the date on which men are to join such ships, and drafting action for the first party will therefore be initiated about nine months ahead of the dates quoted.

Drafting action for men for trials crew (who will form part of the final complement) is initiated between two and five months before the dates quoted.

These periods should be borne in mind when preferring requests to volunteer for service in particular ships.

Ships in which locally entered Cooks and Stewards are to be borne in lieu of U.K. ratings are shown as follows: A — All Cooks and Stewards; B — All Cooks and Stewards other than 1 P.O. Cook; C — Stewards and Cooks for Captain and Wardroom.

## JULY 1969

**WALRUS** Final manning date July 4 at Devonport for service with the First Submarine Squadron.

## SEPTEMBER 1969

**OPPORTUNE** Final manning date September 5 at Devonport for service with the First Submarine Squadron.

## SEPTEMBER 1969

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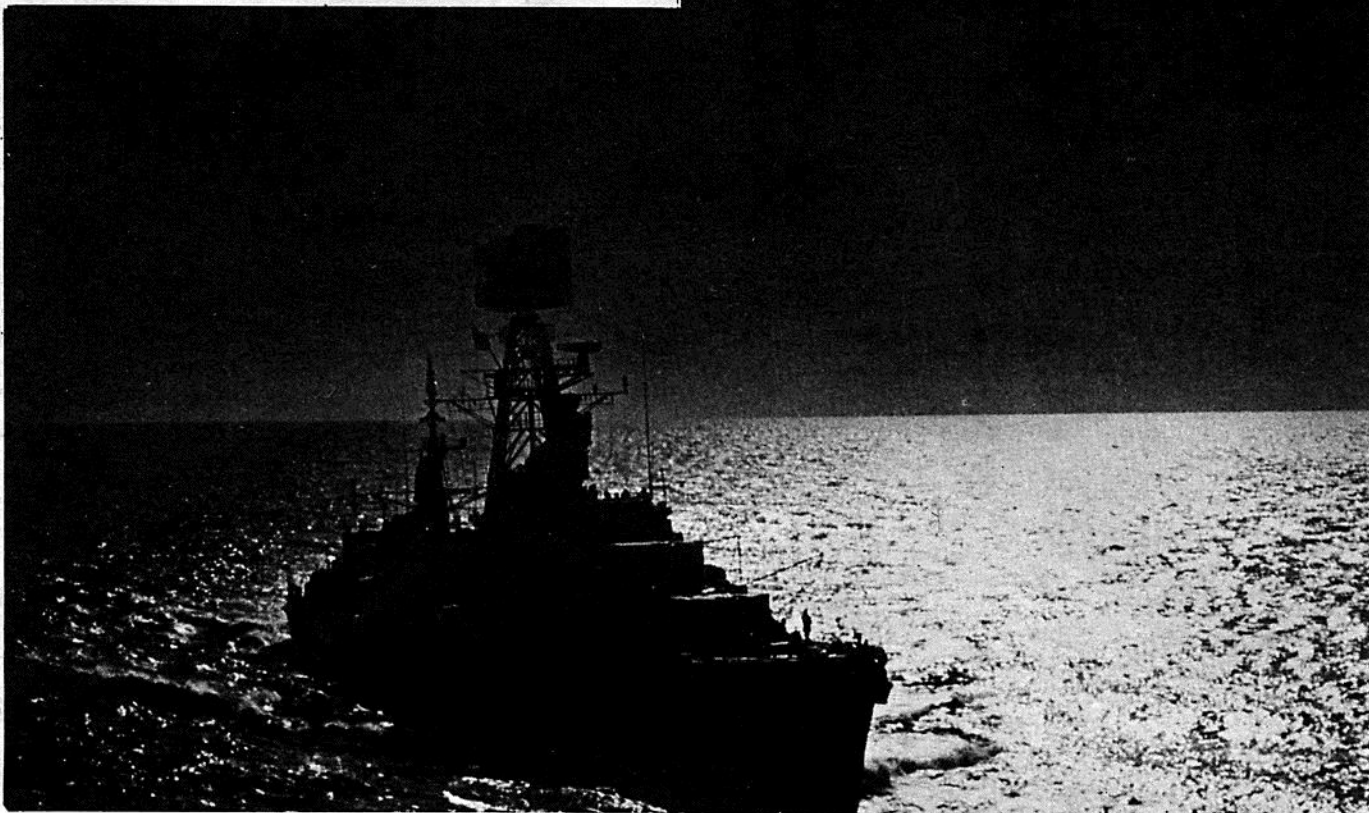
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# TOP PHOTOS



The Night Watchman

The 1968 Peregrine Trophy, for the best photograph submitted in the annual competition for naval photographers, has been awarded to PO D. Morris for his picture "The firefighters" reproduced below.

PO Morris also won the Rolleiflex camera donated by "Practical Photography."

Photographer on the staff of the Public Relations Officer of the Commander-in-Chief, Ports-

## Navy prize-winners

mouth, David Morris, who also took first prize in the ceremonial section, has been taking pictures in the Navy for 12 years.

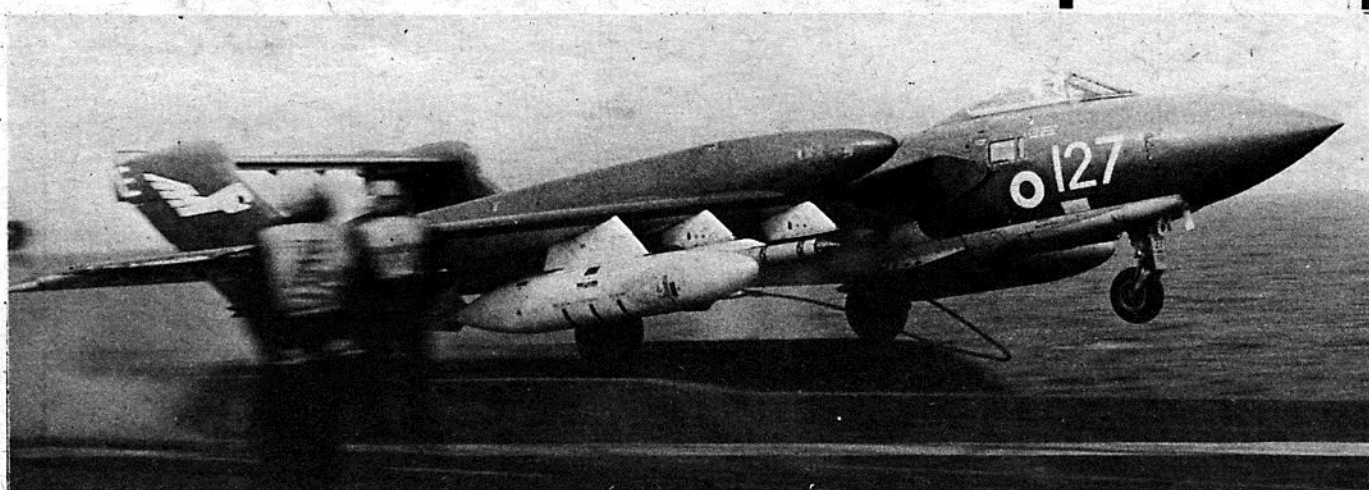
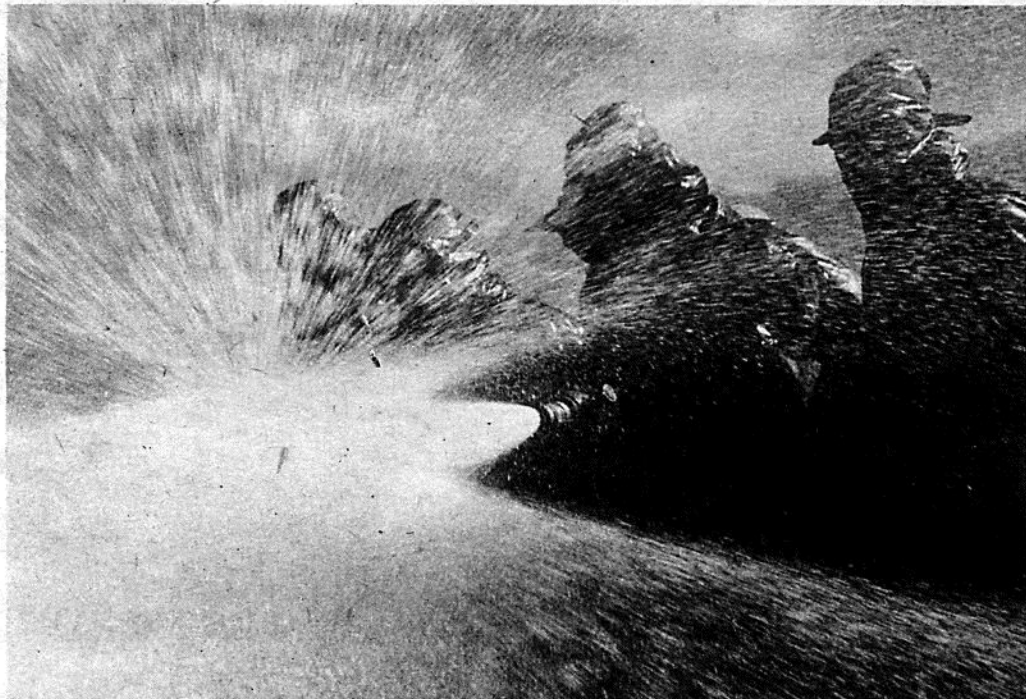
Photographically he has one aim — to get a good picture, and to do this he has hung from a helicopter, climbed to the top of H.M.S. Victory's mainmast,

swam in mangrove swamps in South American rivers while on survey work, and filmed Fleet Air Arm helicopters in action in Borneo jungles during the Indonesia-Malaysia confrontation.

The competition is divided into seven classes, the winners of the various classes being as follows:

Trade activities. — 1, The firefighters, PO Morris (C-in-C, Portsmouth); 2, Men of

## THE FIREFIGHTERS



## MEN OF ACTION



SWOPS



action, CPO Robinson (Jufair); 3, Diverting, NA Robbins (Osprey).

H.M. Ships. — 1, Polaris, NA Desborough (Neptune); 2, Quicksilver, LA Buckingham (Osprey); 3, Nightwatchman, NA Ellis (Terror).

R.N. Aircraft. — 1, Point of no return, NA Brevilly (Eagle); 2, Return of the long distance aviator, NA Carver (Fulmar); 3, Move it, NA Robbins (Osprey).

Recreation activities. — 1, Action man, LA Naris (Heron); 2, Karate kick, PO Miller (Neptune); 3, Afternoon racing PO Miller (Neptune).

Ceremonial. — 1, My proudest moment, PO Morris (C-in-C, Portsmouth); 2, Swops, NA Emery (Eagle); 3, Pitter patter, NA Simpson (Neptune).

Free subject. — 1, Habitat, NA Ellis (Terror); 2, Wonder, NA Desborough (Neptune); 3, Adrift, NA Carver (Fulmar).

Colour transparencies. — 1, H.M.S. Cavalier, CPO Evers (Daedalus); 2, Prepare to dive, NA Desborough (Neptune); 3, Stand by for transfer, CPO Evers (Daedalus).

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# For bravery

## AWARDS FOR FIVE HEROES OF 'HELI' RESCUE

Only five feet separated one of the wheels of a hovering Royal Navy helicopter from the aerials on top of the Longships lighthouse when lifting off a badly injured workman — in darkness and with winds gusting up to 40 knots.

For his handling of the aircraft on a night when the weather conditions were completely unsuitable for normal flying, Lieut. D. A. Blythe, of Helston, has been appointed an M.B.E.

The Queen's Commendation goes to two officers and two ratings who acted as the crew of the helicopter during the rescue, which took place on April 16, 1968.

They are Lieut.-Cdr. M. Cudmore, Lieut. R. G. Saker, POA A. Mills, and MA B. Norton.

### DARK AND STORMY

On arrival at the Longships after taking off from Culdrose in darkness and storm, it was found impracticable to lower Medical Assistant Norton down to the top of the lighthouse.

Lieut. Blythe decided instead to lift the injured man, who had a crushed shoulder and severe head injuries, in a stretcher from the three-foot gallery around the lighthouse.

He established a hover just above the lighthouse, while his co-pilot, Lieut. Saker, assisted in maintaining a steady flight 100 feet above the rocks and raging seas.

During his skilful piece of flying, the aircrewman, POA Mills, coned Lieut. Blythe into a position where the rescue hoist hook could be plumbed down to the waiting keepers below, who in turn attached the stretcher to the winch hook.

### REALIZED RISK

The citation in the London Gazette of December 17 stated: "Throughout the entire rescue, Lieut. Blythe acted in a most professional competent manner, fully realizing each risk he was taking, yet calmly and by his exemplary conduct inspiring the remainder of his crew to complete this most hazardous rescue."

### Risked life to save children

A presentation of the Royal Humane Society's testimonial on vellum was made by Vice-Admiral I. L. M. McGeoch, Flag Officer Scotland and Northern Ireland, to AB Harold William Gash (24).

In July 1967, while serving in H.M.S. Appleton in the Persian



The Prime Minister, Mr. Harold Wilson, visiting the Royal Naval Air Station, Culdrose, last year, congratulates four members of the crew of the helicopter who made the Longships lighthouse rescue.

Left to right, MA B. Norton, POA A. Mills, Lieut. R. G. Saker, and Lieut. D. A. Blythe.



AB Harold Gash

Gulf, AB Gash and another rating were put on board an Arab boat which had broken down. The boat was taken in tow, but during the night sank before it could be got alongside the Appleton.

The ratings gave their lifejackets to two children and then swam among the passengers and crew, helping them to hold on to wreckage until rescued.

## GALLANTRY BY FIRE PARTY FROM THE DIANA

When the Spanish tanker Bahia Gaditana caught fire in the Mediterranean in January, 1968, H.M.S. Diana answered the SOS call, finding the ship west of Crete on fire and drifting out of control.

A party from the destroyer, which got on board by life raft, discovered the blaze in the tanker's engine room generating a heat so intense that the surrounding decks and bulkheads were red hot.

After nine hours' unremitting work by the Diana's party, the fire, which had burned for 30 hours, was declared out. A continued watch was, however, necessary and three subsequent outbreaks were quickly dealt with.

In charge of the party was Lieut.-Cdr. G. N. Teague, and with him was Lieut.-Cdr. G. T. A. Darley, ChM(E) D. G. Doignie, POM(E) R. Hornby, and LM(E) D. E. White.

For their courage, coolness, great presence of mind, and out-

standing leadership, the two officers have been appointed M.B.E.s.

The three ratings received the B.E.M. for their gallantry. They were first to enter the engine room. Despite a protective wall of water, the heat and poor visibility forced them to abandon the place after only five minutes.

A second attempt was made 20 minutes later, although the circumstances were even more dangerous.

The citation in the London Gazette says: "During the whole of this time the three ratings gave clear and accurate reports which were of the greatest value in directing fire fighting operations."

"The example of their coolness, endurance and application of professional knowledge was an inspiration to those engaged in fighting the fire which, but for their courage and selfless devotion to duty, might well have resulted in loss of life of the Spanish crew and boarding party."

Pictured aboard the Diana in Hong Kong. Left to right — standing: ChM(E) Ronald Hornby, LM(E) Derek White, and PO Derek Doignie; seated: Lieut.-Cdr. Geoffrey Teague and Lieut.-Cdr. George Darley.



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## Lone Tristan is helped by Naiad

After her close association with the visit of the Queen and Duke of Edinburgh to South America, H.M.S. Naiad made for quieter waters and saw how the islanders of lone Tristan da Cunha cope with their hardships.

The remarkably happy islanders have visits from only two or three ships a year, and the call of the Naiad, carrying mail and provisions, was eagerly awaited.

Lieut. Walk and his team of divers (AB Harding, OS Nugent, OS Steen, AB Jarman, AB Arrowsmith, PO Carmichael, CY Case, AB Stoddart, LS Warwick, REM Berridge and CPO Taylor) went ashore to help destroy three small reefs in the tiny harbour.

OEMech Saltmer and POEL Chamberlain re-wired a tractor, POEL Gair repaired a fridge and crane, while a radio receiver

and aerial were repaired by CREL Fountaine and POREL Warren.

Many people went sightseeing and the island's postman-cum-radio operator did a roaring trade in stamps. In return for islanders' hospitality, the ship's company put on a cabaret at a dance given in their honour.

From Tristan, the Naiad went to Simonstown before setting off for the Beira Patrol. She relieved H.M.S. Decoy of the Beira Bucket and held off an attempt by H.M.S. Cleopatra to win it from her.



## ONLY ONE ON PASSAGE

The only British warship on passage over Christmas was the 2,300-ton frigate H.M.S. Ajax, sailing from Portsmouth to the Far East.

The Ajax, commanded by Capt. David Hepworth, and with a crew of 260, was off the west coast of Africa nearing the Equator on December 25, and Boxing Day saw the traditional "crossing the line" ceremonies.



## EIGHTH NUCLEAR SUBMARINE

Britain's eighth nuclear-powered submarine, H.M.S. Churchill, was named and launched on December 20.

Lady Churchill had been invited to launch the submarine, but had been unable to do so. Her place was taken by her daughter Mary, now Mrs. Christopher Soames, wife of the British Ambassador in Paris.

The submarine is the second Royal Navy ship to bear the name. The first was an ex-United States destroyer acquired in 1940. She was lent to Russia and lost in 1945.

# Greatest sea disaster?

I am very interested to discover which was the sea disaster involving the greatest loss of life.

A few years ago I read an article in an American magazine written by a survivor of the Wilhelm Gustloff, which sank on January 30, 1945, after sailing from Gdynia.

This ship, carrying what remained of the 3rd and 11th Wehrmacht armies, was torpedoed by a Russian submarine, and it was stated that 8,248 died, 805 were rescued by barge and torpedo boat, and 143 by lifeboat.

Yet this disaster does not

## Letters to the Editor

appear to rate a mention in any history of the Second World War which I have read. Nor have I been able to find any mention in The Times of that period.

I would greatly appreciate any information which anyone has on this subject.

J. N. Hill.

2, Victoria Avenue,  
Millbridge,  
Plymouth.

## Naval Humour Book Series

The "Merry Matloe" series to which Mrs. A. J. Mellor refers (December issue) was written by Giraldu (Gerald O'Driscoll).

I have a copy of "Merry Matloe - Again," described as "A book of naval humour, with a complete and up-to-date dictionary of lower-deck lingo," with illustrations by Leading Signaller G. James and Frank Hutchcroft.

It was published by the Marlboro' Publishing Co., 35, Salis-

bury Terrace, Devonport, in 1938, and credited Giraldu with authorship of "Musings of a Merry Matloe." "Casey's Navy," "Awful disclosures of a Bluejacket," etc.

I am sorry that sentiment prevents my adding to the Navy Bees' library. My copy of "Merry Matloe" was given to me - with scandalous marginal notes - by a seaman friend lost with H.M.S. Glorious early in the war. It has a special place in my library of naval books.

Maurice K. Tither.  
Newbold, Chesterfield.

## Family's claim to record?

I write in reply to the family record claim by Mrs. P. J. Bloomfield, of Ryde, Isle of Wight, in your December issue.

May I have my naval family history challenged?

Grandfather - skipper.

Father - skipper, then river pilot.

Sister, Mavis - W.R.N.S. and her husband a naval officer.

Sister Nina - W.R.N.S. and her husband a naval officer.

Myself (Yoma) - W.R.N.S. and husband a naval officer.

## Views on the 'News'

The January Navy News is a superb edition with excellent pictures - all very clear - and the printing matter, too, is much clearer. A very creditable production. Enclosed please find postal order to continue my copies for 1969.

Congratulations to all concerned.

S. C. Johnson.

Takeley,  
near Bishop's Stortford.

My January issue of Navy News arrived in a sealed envelope by first-class mail and I can see no justification for this extravagance. If second-class mail is used, the price of the paper could be reduced by 1d., and if the use of colour adds to the cost, this should cease as it is quite unnecessary, except in children's comics.

The paper is growing in size and will soon be too big to be read quickly by busy men. I would prefer to see size and price kept down. There seems a mania among editors to increase the size of their publications until it takes hours to read them.

H. Liddle.

Holt, Norfolk.

If Mr. Liddle's "News" was sent first-class, this was in error, but it has been decided to use envelopes instead of wrappers so that the paper arrives in better condition. - Editor.

## Caught with their pants down

The reference to Winston Churchill in Navy News (December) reminded me that his immense popularity suffered a temporary setback during the preliminary bombardment of the Dardanelles.

The battleships anchored in a semi-circle well outside the range of the outer forts (according to Churchill).

The tide was such that we were able to take plenty of time to fire with the after 12-in. turret.

I was a boy telegraphist serving in the old "hammock wagon" (H.M.S. Agamemnon), and the commander took the apparently golden opportunity of having painting parties over the port bow. We were really caught with our pants down as, although the first few huge shells fell short, they soon started to come inboard, causing many casualties.

During subsequent bombardments we kept on the move as we found that the shore batteries were deadly accurate.

John E. Gordon.  
President, Exmouth White Ensign Association.

## DEAF ARTIST LOCATED

The appeal in last month's Navy News for the name and address of the Chinese deaf girl artist in Hongkong has met with response.

Leading Seaman D. South, writing from H.M.S. Excellent, Portsmouth, says that the details required are: Miss Lung Chu, Don Shing Building 6th Floor, 28-A Jordan Road, Kowloon, Hongkong.

He adds that she is an excellent artist.

Daughter Suzanne - W.R.N.S., at present at H.M.S. Seahawk.  
Brother George - 12 years Royal Navy.  
Husband's brother Robert - Royal Navy.  
Son John - a hopeful for Royal Naval College.

Any offers to top that?  
By the way, Yoma is the ship after which I was named (torpedoed by the Germans in 1943).  
Best wishes to all naval and W.R.N.S. pals.

Yoma Smith Curphey  
(nee Yates).

New Brighton,  
Wallasey, Cheshire.

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## PRINCESS'S CALL ON ROYAL YACHT

One of the most recent visitors aboard the Royal Yacht Britannia has been the Princess Lalla Fatima Zohra, a cousin of King Hassan II of Morocco.

The visit was made when the Britannia called at Tangier on her way home from the Royal visit to South America.

The Royal Yacht sailed from Rio de Janeiro de Bahia on November 13. The Queen had disembarked on November 11 to fly across the South American continent to start the State visit to Chile.

The Britannia arrived at Salvador on the morning of November 16 and sailed in the evening of the same day. A reception and luncheon was held on board for a number of citizens of Salvador who had made the arrangements for the Queen's visit for Salvador on November 3.

### FWLEW TO ENGLAND

The Queen arrived at Recife by air from Chile on the evening of November 18 and embarked in the Britannia, which had berthed that morning. Her Majesty and the Duke of Edinburgh and the Household disembarked next morning to fly to England.

The Britannia sailed on November 20.

Two sunny days were spent in Tangier.

Princess Lalla Fatima Zohra, cousin of King Hassan II of Morocco, is greeted on board the Royal Yacht Britannia by the Flag Officer Royal Yachts, Rear-Admiral P. J. Morgan.

An official reception was given on board on December 1 to a number of leading Tangerines and members of the very hospitable British community. During the reception the Royal Yacht Band Beat Retreat as impressively and colourfully as they had done on a number of previous occasions during the cruise.

After a short stay in Gibraltar on December 2 for fuel and hurried Christmas shopping, the Britannia sailed through increas-

ingly cloudy skies and decreasing temperatures to arrive at Portsmouth to a warm family welcome on December 6.

Her arrival brought a Christmas "bonus" for the Royal Portsmouth Hospital, which was presented with a special cake by the Britannia. Baked and decorated by Chief Cook A. Jones, and presented to the children's ward by Rear-Admiral Morgan, the cake was the twelfth to be given to the hospital from the yacht.





# Sailing to Malta —via canals

The 27-foot yacht Delfin heads towards Malta through typical — and attractive — French canal scenery. The shade from the hot sun provided by the canopy over the cockpit was a welcome feature for the crew at this stage.



## SUN AND BEAUTY

A trip to be recommended to any who can find the opportunity is that carried out by three engineer officers last August and September, to Malta from England through the canals of France.

Lieut. Peter Bruce and Lieut.-Cdr. Stephen Austin, of H.M.S. Caledonia, later joined by Lieut. Robin Bradley, of H.M.S. Blake, set off from Lymington, near Southampton, with a crew of two on August 14 in the 27-foot yacht Delfin.

Winds were contrary and the sea rough to start with, but once around Finisterre and into the Bay of Biscay the sun appeared and things looked up.

### Down sail

Time was limited and so no visits to the attractive Breton ports could be made, and five days after sailing, the Gironde was reached.

It was down sail at that point and hope that the auxiliary motor would do all that was to be asked of it, for there were 250 miles of river and canal ahead before the open waters of the Mediterranean would be reached.

The mast was unshipped and Customs cleared at Bordeaux, and then it was on up the ever narrowing river to the first lock at Castets. This was the first of the 130 locks that would have to be negotiated on the Gironde Canal and the Canal du Midi.

The canals lead through one of the most beautiful parts of France, past historic towns such as Toulouse, Pau, and Garçonne, where the food is good and the wine cheap. As this was now the end of August, the sun was very hot and all were glad of the shade provided by the canopy over the cockpit.

While the setting may have been idyllic, circumstances were often less than perfect as the motor proved troublesome, the heads broke, and one evening the yacht was plagued with moths that flocked in droves to die on the deck, finding their way ultimately to the bilges and to the fresh-water tanks, which they contaminated.

Once the Mediterranean was reached at Sete assistance was available from the yacht club there. Soon the mast was shipped, the heads fixed and the engine exhaust system replaced.

The wind across the Gulf of

Lyons was fair and very strong, so a fast passage across to Corsica and the Bonifacio Strait was made. The course was then altered to pass down to the east of Sardinia, at which point the wind disappeared and the motor had once more to be started.

### 1,700 miles

The winds stayed light to non-existent for the next couple of days, which permitted only intermittent sailing, and which necessitated stopping at Marsala in Sicily for fuel.

Sailing conditions improved that evening and the final leg across to Grand Harbour was made at speed, allowing Delfin to go alongside at the Royal Malta Yacht Club on the evening of September 5, twenty-two-and-a-half days and 1,700 miles after leaving Lymington.

Unlike so much of the English canal system which has been allowed to fall into a state of disrepair, the French canals are commercially very active with a great deal of barge traffic, carrying bulk loads such as gravel, grain, oil and even wine.

### 'free' tow

The locks are manned between 06.30 and 19.30, and outside those hours canal traffic ceases.

Only the lock keepers are allowed to operate the locks, but a helping hand on the sluice gates is always appreciated, and

the offering of an English cigarette will result in a friendly telephone call to the next lock and an open gate when you get there.

Very often it is possible to hitch a lift with a barge skipper who is happy to give you a tow in exchange for some company and, of course, English cigarettes.

Not many private craft are to be seen on the canals, and those that are seen normally come from countries other than France. Commercial traffic takes precedence at locks, and this often means delay, particularly first thing in the morning. However, once the barges have been through the first lock of the day they become spaced out and things settle down.

Many of the locks are in the country, with only the lock keeper's house to mark their presence, and at these the lock keeper's wife will often have eggs and produce from her own garden for sale.

### cup award

Lieut. Peter Bruce was awarded the 1968 Royal Lymington Yacht Club cruising cup for the trip.

For any who are interested in making a trip on these canals, descriptions are available in the Guides de la Navigation Interieure, available from Editions Berger Levraut, 5 Rue Auguste Comte, Paris VIe.

## FOR WIVES VISITING ABROAD

Welcome news to ships in the Far East on a nine-to-eleven-month foreign leg of a General Service Commission is a change in the rules governing payment of allowances for visiting wives.

With effect from December 1, 1968, the period of unaccompanied service abroad which qualifies for the payment of accompanied rates of Local Overseas Allowance under the Wives' Visit Scheme has been reduced from 12 months to "over nine months" for seagoers on General Service Commission.

This decision has been taken in recognition of the reduced period of foreign service for ships on General Service commissions, and their subsequent exclusion from the benefits of the scheme under the present 12-month rule.

Shore-based personnel and those on sea-going Local Foreign Service will continue to be eligible for LOA during a visit in each period of 12 months unaccompanied service abroad.

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## ANSWER TO RUSSIANS' MISSILE CRAFT?

Vosper Thornycroft have designed a new type of fast patrol boat, more powerfully armed than any other vessel of its size — and possibly the answer to the Soviet's missile boat which sank the Israeli destroyer Elath in October, 1967.

A prototype is being built at Vosper's own expense, and will be on trials this summer.

It is rather larger than the present Vosper boats, with an overall length of 142 feet, a displacement of about 220 tons, and a top speed of about 40 knots.

Contraves Sea Hunter fire control equipment, which incorporates both search and tracking radar, can be installed to control the gun and the Sea Killer missiles.

Armament including these weapons is effective against both aircraft and major fleet units, and there is therefore less need for the very high speed, on which patrol craft have hitherto relied in order to evade attacks from more powerfully armed ships.

These weapons make the new Vosper boat a fleet fighting unit able to engage larger ships in battle.

Modern guns, such as the 76mm Oto Melara and the twin 35mm Oerlikon, are light enough to install in patrol boats of the new type but have a longer range and are very much more accurate and effective than the weapons in the present patrol boats.

### TORPEDO PROVISION

Guided missiles, such as the 20km range Contraves Sea Killer beam riding weapon, can also be carried. Provision can be made for torpedoes.

The increased length enables

accommodation to be provided for a crew of 25-30, made necessary by the greater complexity of weapons, fire control and machinery, and also provides additional space for fuel, water, stores, etc., so that longer periods can be spent at sea.

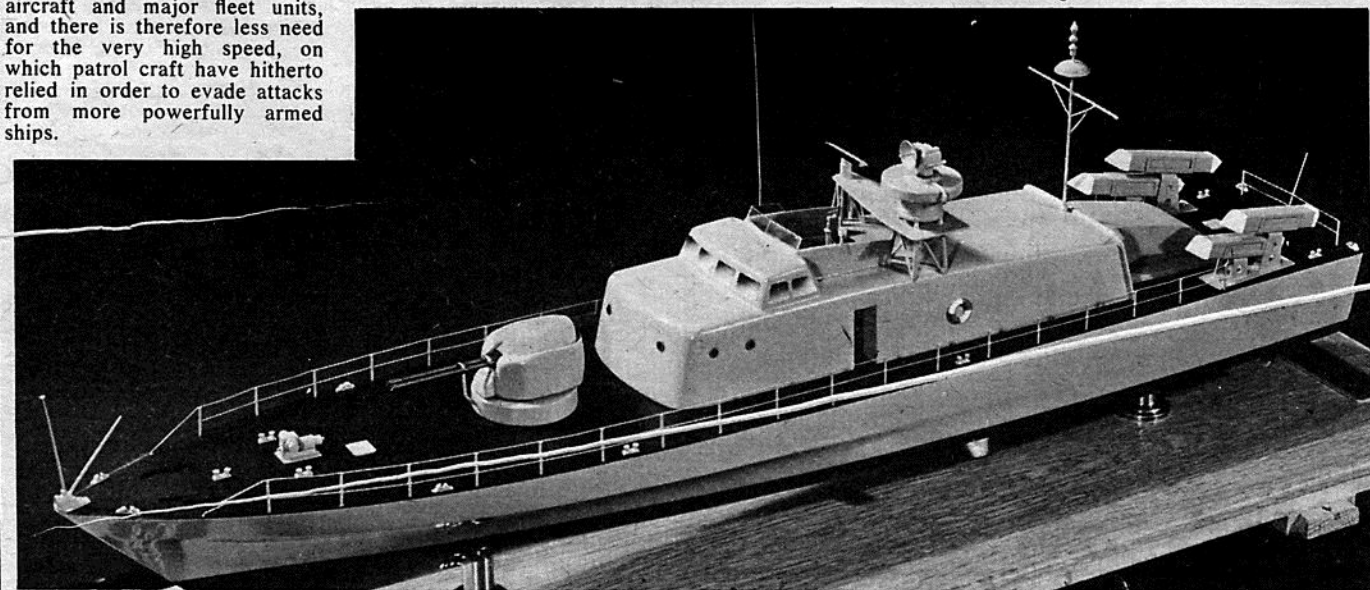
### VARIED LAY-OUT

The new boat can be powered by two separate machinery arrangements — gas turbine or diesel power plant.

Although the accommodation lay-out varies a good deal in the two versions, the superstructure for both houses an operations or plotting room, enclosed wheelhouse, engine control room, and open bridge.

## FOUR SEA KILLERS

Model of the gas-turbine version of the new 142ft. Vosper Thornycroft fast patrol boat, armed with four Contraves Sea Killer guided missiles in two fixed launchers aft, and a twin 33-mm Oerlikon gun forward.





## Families' Page

# The wife from far away



Mrs. S. Holland

## Back in uniform—and glad

Proud husband at H.M.S. Simbang in Singapore is AAI G. F. Holland, who writes sending a photograph of his wife Shirley, and telling Navy News about her.

A broken leg (his) brought them together at the Royal Naval Hospital, Plymouth, where Shirley was a nurse (supervisory V.A.D., S.E.N.). She had served previously at Trincomalee (Ceylon), Hongkong and Yeovilton.

Married in 1959, Mrs. Holland's naval nursing came to an end, until her husband got a draft to Singapore. Now she is employed at the R.A.F. Seletar Families Medical Centre and glad to be back in her old uniform again.

This is her second visit to Singapore and also her second to R.A.F. Seletar, as she was there in pre-war days with her father Sgt. (now Squadron Leader, ret.) C. G. Jackson, who was on the flying boats operating from Seletar slipway.

Far away from her familiar sunshine and palm trees, a Polynesian girl who married a British sailor is hoping to contact others from her homeland — and perhaps acquaintances who were brides about the same time.

It was eight years ago that Angeline Kamali, 20-year-old shorthand-typist in Suva, was asked by a friend to go on a "blind date" with a sailor from H.M.S. Cook, then on survey duties in the Fijian islands.

The "date" was Peter Cleaver, now a leading seaman in H.M.S. London.

The survey ship remained in the Fiji area about 11 months, and Peter asked Angeline to marry him. They had a church wedding at Suva, and she followed him to Singapore.

Coming to England in late 1961, the Cleaver family have been in married quarters at Plymouth and at Portsmouth.

### SURPRISES HER

Angeline does not find housekeeping so very different from Fiji, though having an open fire indoors still surprises her. "And of course we weren't used to cooking Yorkshire puddings!"

As the only girl in a large family of boys, however, she does miss her family.

What would be her advice to any other Polynesian girl who wanted to marry a British sailor?

"What can I say?" she replied. "Peter has been a wonderful husband, and a girl who is in love can still know the sacrifices she will have to make."

### EVERYONE FRIENDLY

Her big hope is for a married-accompanied to the Far East sometime, though they have not been lucky enough so far. One day, perhaps, there may be the chance of a transfer to the Australian or New Zealand Navy.

In the meantime, although she has found everybody friendly, she would love to meet other Polynesian girls (there were others who became "Cook" brides). Even to be able to write



All smiles from the Cleaver family, with little Lellani ("Heavenly Flower") on the right showing great curiosity in the cameraman and his magic box.

## 'PAY YOURSELF' FLIGHTS HOME

### Panto party in London

More than 50 children whose fathers were on foreign service or away at sea were given a free trip to a London pantomime through a scheme organized by CPO Michael Campbell and the mechanic candidates under his instruction at H.M.S. Collingwood, Fareham.

The Collingwood Welfare Fund provided the money.

The children had lunch in London before going on to the pantomime "Dick Whittington on Ice."

Because of the start this year of the withdrawal of British armed forces from the Far East (excluding Hongkong), the chances of indulgence flights outbound will be better than in the past. But it will be extremely difficult to get return indulgence passages.

Applicants for passages to the Far East are to be warned that they will probably have to arrange their own return flights to the United Kingdom by civilian airlines at their own expense.

The current commercial one-way economy class air fare, Singapore to U.K., is £12 7s.

to them would be a great interest.

Navy News knows that naval wives' organizations are most helpful in "matching up" girls from other lands, but if there is any difficulty in arranging meetings, or finding pen-friends, please write to the Editor at the Royal Naval Barracks, Portsmouth.

If the demand is sufficient, a regular "meetings corner" will be published to put girls in touch with their own countryfolk.

## Edinburgh club's presents for children

Still hard at work as secretary of the Naval Wives' Club, meeting fortnightly at the Y.W.C.A., Edinburgh, is Mrs. Dorothy Tatnall, who writes to say that they have just had their last coffee morning for this "term."

The meetings are for the wives whose husbands are either at H.M.S. Lochinvar or aboard one of the ships attached to that establishment.

### Helps serving and ex-Wrens

A reunion of old friends over a cup of tea is always one of the enjoyable features of the annual meeting of the W.R.N.S. Benevolent Trust, to be held in the Duchess of Kent Barracks, Portsmouth, at 3 p.m. on February 26. The Commander-in-Chief, Portsmouth, Admiral Sir John Frewen, will give an address.

The meeting will be told of fund-raising efforts during the year, and of the circumstances in which help has been given to serving and ex-Wrens.

"Proceeds of the coffee mornings," says Mrs. Tatnall, "went for buying Christmas presents for the Children's Shelter which we have adopted for some time now."

"Two of the wives went and bought the gifts, wrapped them, and delivered them to the matron."

"We would like to see many more wives at the coffee mornings, especially as nearly all are in 'hirings,' and of course scattered in and around Edinburgh."

Mrs. Tatnall's phone number is 334 4568.



Fun and games at a Christmas party for children who attend the pre-school play group at the United Services Club, Dargats Wood estate, Chatham.

The group was started in January, 1968, at the instigation of Mrs. Wright, wife of one of the occupants on the estate, assisted by Mrs. Morse. The organizers are now Mrs. Nicol, Mrs. Foster and Mrs. Little.

On Monday, Wednesday and Friday mornings an average of 25 children attend the group, which is registered with Kent County Council, and youngsters are entertained with educational as well as play toys.

## FOR THE RECORD . . .

The scores of Christmas messages sent from H.M.S. Collingwood brought pleasure to Navy men all over the world, and to their families, but in one case there seems to have been a slip-up.

Mrs. M. Bland wrote to say that, having made her recording at Chelmsford to her son serving at H.M.S. Jufair, "you can imagine our disappointment to hear from him that he listened

in, but did not hear the message."

Navy News is indebted to the department at H.M.S. Collingwood for the inquiries made into the case. They report that the tape has been received back from Jufair, and the message is definitely on it.

It would seem that either Mrs. Bland's son did not hear it, or that through some "technical hitch" it was not played.

Sorry, Mrs. Bland.

## BRITISH SEAMEN'S BOYS' HOME

(Brixham, Devon)

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SUPERINTENDENT, CAPTAIN W.G. PARRY, R.N. (Ret.)



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BLOCK B, GOVERNMENT BUILDINGS, LONDON ROAD, STANMORE, MIDD.



# 'TURBULENT' COCHRANE GOES ASHORE

There is a turbulent history attached to the name of H.M.S. Cochrane, the new naval base at Rosyth, which replaces the accommodation ships Duncansby Head and Girdleness, and which was commissioned on December 11.

The new establishment, commanded by Cdr. J. A. Barrett, provides living accommodation for just over 1,000 officers and men — crews of ships refitting, the Fleet Maintenance Group, together with the base supply organization and leadership and diving schools.

The establishment, work-studied from the planning stage to ensure that it would be able to perform its task smoothly and efficiently from the moment of commissioning, lies on a sloping site looking down to the Firth of Forth.

## ADMIRAL'S BUST

A bronze bust of Admiral Thomas Cochrane, 10th Earl of Dundonald, after whom H.M.S. Cochrane is named, has been placed on the quarterdeck.

Admiral Lord Cochrane, born in 1775, was a master of unconventional tactics, and in 1805 his share of prize money alone amounted to £75,000.

After being an M.P., and getting involved in a Stock Exchange scandal resulting in imprisonment, he was eventually reinstated to the rank of admiral.

In 1847 he was the Commander-in-Chief, North American Station, and the

Rear-Admiral of the United Kingdom.

During the course of a turbulent life Cochrane became involved with the affairs of Peru and Chile, and he also took part in the fight for Greek independence.

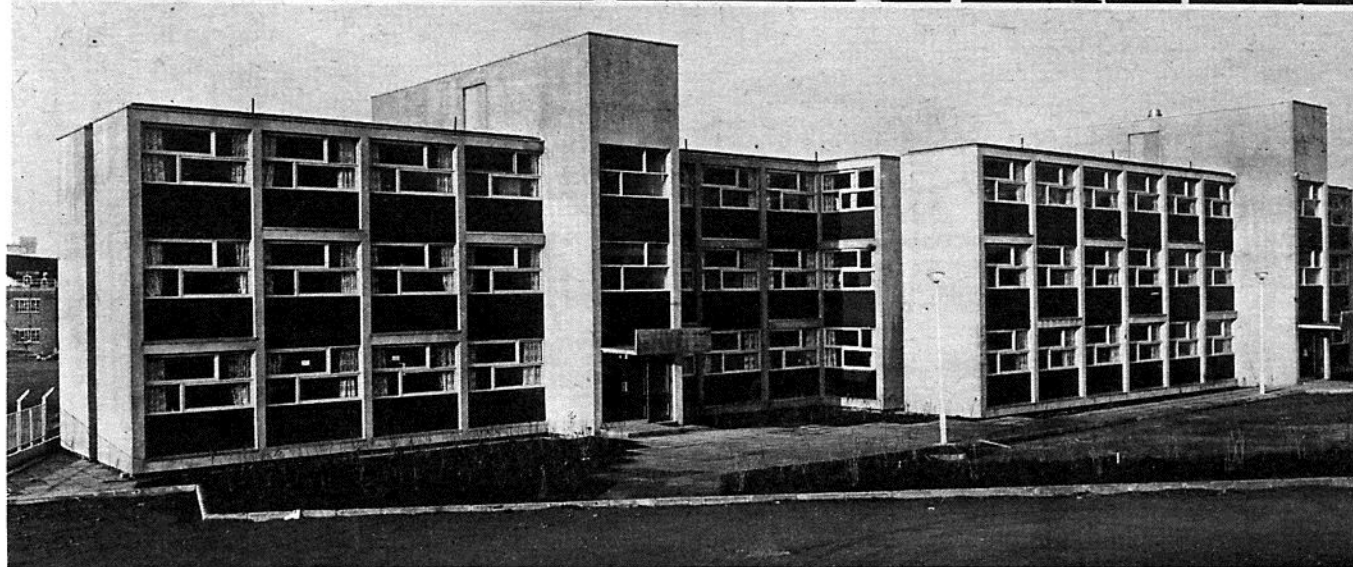
The Chilean Navy still holds Admiral Cochrane in very high esteem. The aircraft carrier Eagle, sunk in the Mediterranean in 1942, was designed and begun for Chile as the Almirante Cochrane, a Dreadnought battleship.

Work ceased in August, 1914, and she was purchased by Britain in 1917 and modified to an aircraft carrier.

There is still a destroyer in the Chilean Navy named Cochrane.



Vice-Admiral I. L. M. McGeoch, Flag Officer Scotland and Northern Ireland (above) inspecting the guard of honour. Left: A view from the south-east of the junior ratings' block at the new £1.6 million H.M.S. Cochrane. The new establishment covers a 24-acre site adjoining the Royal Naval Dockyard.



## EXERCISE IN WEST INDIES

About 150 Royal Marine Commandos from Plymouth joined up in January with the Royal Marine detachment of the anti-submarine frigate H.M.S. Rhyl, serving in the West Indies, to carry out amphibious training in the area.

The purpose was to practise reinforcing a small detachment

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# Hovercraft rounds the Falklands

Among the many achievements of the Royal Navy's SRN 6 hovercraft, which has just completed its first year of operations in the Falklands Dependencies, was the

600-mile circumnavigation of the 200 islands.

If the hovercraft had broken down at sea it could have taken some time for rescue services to arrive, and it was necessary, therefore, to follow the coast as closely as possible, taking full advantage of shelter from land and from the beds of kelp which grow in the sea.

Nevertheless, in rounding exposed headlands often in gale force winds, waves of up to 12 feet were encountered, with swells of up to 18 feet.

## NEW 'HOVERWAYS'

During its year the hovercraft carried mail and urgent messages to remote farms in the colony, blazing new 'hoverways' across many of the islands, tackling obstacles which even four-wheel drive vehicles would have found difficult.

Lieut.-Cdr. Vernon Phillips,

of Purley, the commanding officer of the unit, who is now back in the United Kingdom, reported that the hovercraft proved itself a remarkably reliable form of transport.

The hovercraft unit was formed in June, 1967, as a result of four years' experience with the Inter-Service Hovercraft Trials Unit, when various types of hovercraft were evaluated in the jungle rivers and swamps of Malaysia, the pack ice of Canada, and the deserts of the Middle East.

The Falklands party consisted of only ten men, led by Lieut.-Cdr. Phillips, who gained 45 hours' experience as a hovercraft pilot before leaving England.

The other pilot, Lieut. Christopher Stafford, of Disley, had already achieved 300 hours' experience in hovercraft, including operations during the Malaysia confrontation.

A larger hovercraft, the BH 7, is now being developed by the British Hovercraft Corporation for the Navy to evaluate its capabilities as a fast patrol craft.

## How many to a bar?

Vice-Admiral H. R. B. Janvrin, Flag Officer, Naval Air Command, talking to PO Wren Veronica Thatcher, of Basingstoke, a member of the R.N. Air Station, Culdrose, blue-jacket band, when he visited the station on December 10.

Veronica joined the W.R.N.S. as an air mechanic in October, 1960, and has been engaged on maintenance and first line servicing of many kinds of Fleet Air Arm aircraft since then.



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FEB., 1969.



## ENDURANCE CHOPPERS AID MAROONED FLYERS

# Ice ship to the rescue

[From H.M.S. Endurance, which on her first visit to the far south since taking over as ice patrol ship helped rescue six stranded men.]

We first heard that a Twin Otter of the British Antarctic Survey had force-landed on the almost inaccessible Larsen ice shelf when we were approaching South Georgia, 1,000 miles away.

Immediately, we turned in a rough sea and Force 9 gale, beginning the long haul down to the ice, and when we reached the pack ice deliberately began bashing through it.

During the next 24 hours we penetrated the ice 75 miles and were close enough to fly off our two helicopters to Stonington, the B.A.S. base about 100 miles south of the Antarctic Circle, and on the west coast of Grahamland.

Bad weather and the fact that they cannot fly in freezing cloud prevented crossing of the 5,000ft. Grahamland plateau to the position 45 miles east of Stonington which the fuel-less Twin Otter had reached.

#### WEATHER BREAK

After five abortive attempts in four days, a weather break gave the aircrew the chance to reach the marooned plane. They gave the stranded men hot soup and the plane fuel.

The men were in good heart, although they had survived on little more than cold spaghetti and meat, and had only four sleeping bags between six.

While waiting, the pilots,

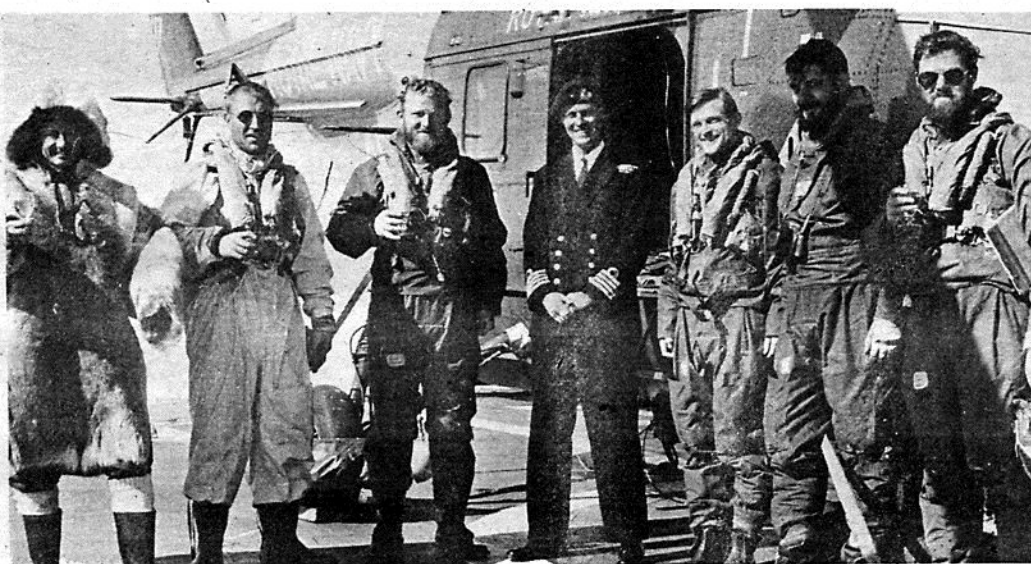
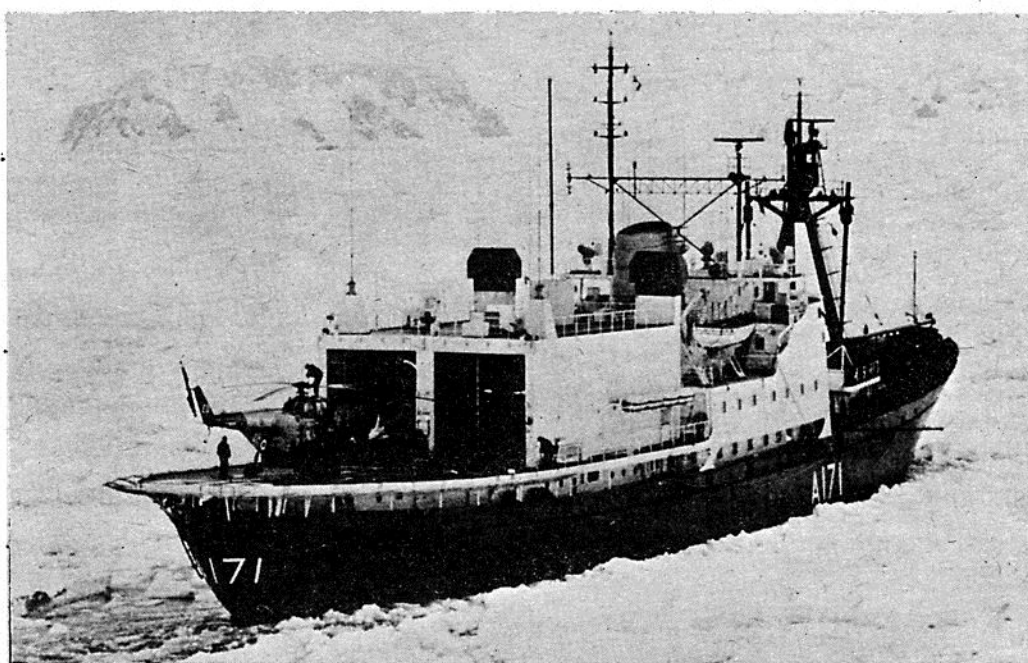
Lieut.-Cdr. Tony Pawsey and Lieut. Tony Bower, the observers, Lieut. Mike Rufus and Lieut. Chris Newsum, and maintainers AA Bob Ellis and EA(A) Clive Pennefather, had helped at Stonington, which has 13 men and more than 100 husky dogs.

Meanwhile, the ship met 15ft. thick pack ice which we battered through on and off for three days. Finally, we found a few leads of open water, which took us over the Antarctic Circle — at last we had got our Blue Noses.

In the evenings we went on to the floes. Plankton was fished and bottled for scientific survey, the divers found a hole for an icy dip — and canteen manager John Morrish had an unexpected one. The Adelie penguins provided an endless Goon show.

Our aviators returned and celebrated, before the Endurance steamed north back to surveying duties.

H.M.S. Endurance among the pack ice, and (below) a group after the successful rescue mission. Left to right: EA(A) Pennefather, AA Ellis, Lieut. Newsum, Capt. P. W. Buchanan (commanding officer), Lieut.-Cdr. Pawsey, Lieut. Rufus, and Lieut. Bower.



## Caravan-type comfort for ships

When the Under-Secretary of the Royal Navy (Dr. D. Owen) visited Portsmouth on January 24 he said: "There is a tremendous need to try to improve accommodation in all warships — better use of space, colours, and material."

Welcoming suggestions from the lower deck, Dr. Owen stated: "I want to use modern ideas on design — I intend calling on caravan designers and makers of small boats to advise us on the use of space."

Dr. Owen was visiting the

latest in a series of presentations designed to show improvements in living conditions in junior ratings' mess decks, which was on display in the Dockyard.

A replica had been constructed of a junior ratings' mess deck in H.M.S. Ashanti, but it had been re-designed to provide a separate and larger recreation area, separate sleeping areas which could be used as "quiet corners," and the grouping of kit

lockers away from the sleeping occupants of bunks.

#### NEW BUNKS

A new type of bunk was on show, having the advantages of air conditioning conducted down its main support. Each of the three occupants had his own punkah louvre, which they could adjust to supply air to their own requirements.

Incorporated was a new bunk light, enabling the user to adjust the volume of light so as not to disturb his fellow messmates.

The bunk itself had been smartened, the privacy screens reduced in size and provided with Formica finish, and a special foam padded seat constructed for use when the bottom bunk was needed for seating.

The latest pattern Service kit locker had been fitted into the

ship's side and, in addition, other kit lockers had been specially manufactured to take full advantage of the contours of the ship.

#### EXTRA STOWAGE

In addition, any space available along the ship's sides had been utilized to provide additional stowage and to present a much neater and more caravan-type appearance to the mess deck.

New mess deck lighting was on display, far neater and smarter in appearance than that at present in use. Furthermore it doubled as police lighting.

Possibly the most striking improvement was the complete flushing-in of the deckhead, by using a perforated metal which, when painted, presents a very fine appearance to the mess and hides the enormous clutter of pipes, cables, etc., all too well known to our readers.

Naturally much research still remains to be done in order to determine whether all the ideas on display, or derivations therefrom, could be incorporated into new construction and modernization.

#### BIG PROBLEMS

For example, the flushing-in of deckheads, while most desirable from an amenity point of view, does present very big problems in connexion with damage control, fire risks, maintenance, etc.

Nevertheless the exhibition gave the Fleet an idea of what ship constructors and designers are thinking. The answers to the questionnaires which were completed by visitors will, it is hoped, prove valuable.

The next scheme in the mock-up, showing new types of furniture and new mess deck lay-out, will be on display in the summer.



### PEEP INTO FUTURE

A "quiet corner" so much sought after, as well as recreational space, the men are sitting on cushions not used for someone's bed.

Difficult to spot in the picture are improved lighting and individual air adjustment, but all naval men will notice the excellent way in which the clutter of overhead pipes has been concealed by flushed-in deckhead.

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## Navy News

EDITOR:  
W. WILKINSON  
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### For comfort afloat

Pleasanter living in fighting ships is apt to rouse acid comparisons with the past, but improvements are taking place all the time, and quite dramatic changes are probable in the future.

However, when personnel are invited to study habitability exhibitions on the lines of the one which has just ended at Portsmouth Dockyard, it is necessary to emphasize that ideas put forward, even if approved in original form, cannot be adopted overnight. There is rather more to it than simply covering up a lot of pipes with perforated panelling.

Right from the start the problem must centre around a compromise on the extent to which comfort intrudes into the zone of damage control — and therefore fighting efficiency — and the amount by which a warlike state can be allowed to prevent the attainment of conditions demanded by modern domestic standards.

To young men in the Navy or about to enter, war is something you read about, and official emphasis is on the policing nature of the Service role in the future. Youth is also well acquainted with the design ingenuity of "bijou" living in caravans and pleasure boats.

#### NEW BARRACKS

Barracks life is being rapidly transformed at the cost of many millions, but inevitably the revolution afloat will have to come more slowly. When problems of damage control have been resolved, the position will still remain that habitability must begin at the design stage of a ship.

Fortunately it should be possible to gain the necessary space without impairing performance, and the cost thereafter is negligible by comparison with other requirements. Routing of pipes and wires is a study in itself if living space is to be uncluttered.

Individual cabins and private showers for sailors may sound like a ridiculous dream, but a glance at the crew's quarters of a modern tanker will give some idea of recent strides. A warship may never be quite like the P and O, but a lot is being done — with the promise of much more to come.



"I know I suggested they have some hobbies to relieve the monotony of the long underwater patrols, but . . . !"

### BLARING PRACTICE ALARM — OR JUST HAVING A FLUTTER

# Polaris life excitements

What is it like at sea for two months?

The question has been asked many times, but how can it be explained? It is very difficult, perhaps, to visualize 56 days of isolation — for that's what it is.

The submarine is assigned a large area of ocean; it is equipped with the very best detection equipment and the aim is to remain hidden.

By tradition, naval tactics have been offensive. In all circumstances, submarines have manoeuvred towards the enemy using the cover of ocean conditions, to benefit from the element of surprise, to seek and destroy.

Not so the Polaris submarine. For her the reaction to a detection must be to retire and, like a predator, slink away into the watery jungle to keep herself free and ready to unleash her power if called upon, but by her threatening presence to deter others from destroying the uneasy peace.

This interminable waiting game is the concern of the command and the few officers intimate with all the operational problems.

#### Fascinating task

The majority of crew and officers are not involved directly in this. For them it is the complicated and fascinating task of keeping the ship in a state of constant readiness.

But it should not be thought that for the whole patrol everyone must be keyed up in anticipation of the irrevocable order to fire, for this would be most

undesirable and totally unrealistic.

There are three watches who man the ship in rotation. This is the routine which provides the continuity, the basis of all that goes on.

#### Jig-saw puzzle

Within each department, in addition to this, are the training and maintenance tasks. They are varied but to keep a standard of high efficiency this training is a highly intricate jig-saw puzzle of planning, for few evolutions confine their effects within one area.

There is no room for individualists. Everyone has to learn to consider others and work as part of the team.

Work consumes an average of about ten hours a day; most people find that they manage well on about five hours' sleep. Allowing time for eating and washing, there are still a significant number of hours for recreation.

The importance of using the Off Watch time is paramount for morale and mental alertness. There is only the clock and the ship's routine to mark the passage of time.

It is necessary, therefore, to have activities disposed during the week to act as milestones: Sunday, prayers; Tuesday, torpedo attack drills; Friday, Captain's rounds.

#### Humorous talks

There are others that are designed to stimulate interest, including weekly lectures on general topics. Two young officers gave fascinating and humorous talks on the Cresta Run and Yoga, for instance.

Documentary films are used to start discussion — the future of the hovercraft was one.

The third type of activity is pure recreation — Scalextric racing, roulette, bingo — there is nothing like a mild flutter to quicken the pulse and divert the mind for a while.

Finally, the Royal Naval Film Corporation supply a magnif-

By

Commander Kenneth  
Frewer, R.N.,  
Captain of the starboard  
crew of H.M.S.  
Resolution.

icent selection of modern films — enough for a fresh one each evening.

#### Model-making

Clearly, not everyone joins in everything, but each activity has its following. For those who do not want to join in there is the Cruiser Standard Library, or model making, or even the gentle art of doing nothing.

But it is gratifying to find how willingly the majority take their recreation seriously, not allowing themselves to stagnate.

Naturally, to fulfil the prime

function of the submarine, she keeps continuous wireless watch to receive orders from the Operational Commander.

Quite frequently, about once a week, the sequence of firing is practised. This is a full practice, including every facet except ONE, the actual discharge of a missile.

This is the most important of all the exercises, and takes precedence over everything else. And it is exciting.

From the first shout from the wireless office, the dash to tell

the Captain, the alarm blaring — it is all done at maximum speed. The crew know that automatic recorders are noting each step. That record is final.

It is a matter of pride to achieve a fast time — and if the crew doesn't, another crew may do better. Competition is the essence.

#### Tension slackens

After the last missile has been simulated away, the tension slackens. There is always some humorous incident to be retold and embellished.

The crew settles back to routine, the days pass. Return to harbour comes. Change of command . . . a rest . . . maintenance and leave as soon as the other crew sails and the cycle continues.

It is by no means a dull life, and depends on the team spirit to a high degree.

But after all, this has always been a feature of the Royal Navy — this and professional efficiency.

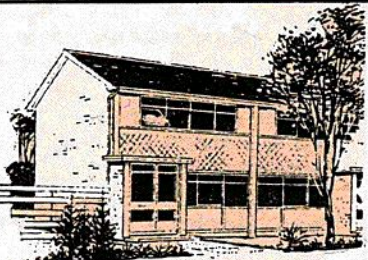
## THE 'HATCH CATCH'

Down in the depths — but not in the dumps. It's Sunday afternoon and the favourite sport of car racing is in progress. Not exactly Brands Hatch, perhaps, but great fun — and relaxation — for the Polaris men, who play the game with enthusiasm and skill. Watch out Graham Hill . . .



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## SAYING IT WITH FLOWERS

A smiling assistant helps the sailor to choose a bouquet of lovely blooms.

# Navy winner at romance

To make a girl feel "queen for a day" — send her roses. Most men know the magic formula, but of all the Services the Navy is the most generous and most romantic in "saying it with flowers."



The authority for this is Mr. D. Wheatcroft, of Ruddington, Nottingham.

Not even the lack of postal facilities will stop Jack making certain his girl "gets the message."

"The crew of one submarine," said Mr. Wheatcroft, "managed to get over the postal problem and telegraphed the names and addresses, asking us to write the appropriate messages."

"Fortunately we rose growers are sentimental, too. And we have had no complaints about the messages to date."

"We have a great demand for cut roses from the Navy," he told Navy News. "The Navy is by far the most romantic of the three Services."

"A recent example of this attentiveness to their womenfolk on land is the boys of H.M.S. Vidal, who asked us to send 'armsful of red roses' to their lucky girls."



Taking a personal interest in pay accounts during a visit to the Ministry of Defence, Navy, at Bath, is the First Sea Lord, Admiral Sir Michael Le Fanu. The visit included a call on the Principal Director of Accounts (Naval).

## Birthdays at Dryad

The Royal Navy's Plotting and Radar Instructors' Association celebrated two birthdays at the navigation school, H.M.S. Dryad, in December.

The occasion was the 21st anniversary of the formation of the association and the first birthday of the opening of its club in the Southwick establishment.

Captain R. D. Butt, captain of Dryad and president of the association, cut a dual birthday cake at a celebration party.

Among those present was a founder member of the association, Mr. R. Abbott.

## INJURED AT RUGBY

Mr. B. E. Henley, of Eltham, London, writing on behalf of his son, Cook P. G. Henley, of H.M.S. Rhyll, thanks all personnel who gave assistance, the ship's company, hospital staff at Nassau, and R.A.F. hospital team which flew him to Stoke Manderville, following the son's serious injury while playing Rugby.

## 'Comfort before tradition' is the Nubian way

When H.M.S. Nubian re-commissioned at Portsmouth on January 17, there was a break with tradition, for the commanding officer, Capt. R. E. de M. Leathes, arranged for the service to be held in the dockyard church of St Ann instead of the cold jetty alongside the frigate.

The Nubian has had a six-month refit in Portsmouth Dockyard and will serve with the Western Fleet until July, when she sails for service east of Suez.

After the religious ceremony, the visitors, who included the

Commander-in-Chief, Portsmouth, Admiral Sir John Frewen, went aboard the ship, where Mrs. Leathes and Mrs. D. G. Strong (wife of the Master-at-Arms) cut the commissioning cake — an exact replica of the ship.



The Commander-in-Chief, Portsmouth, Admiral Sir John Frewen, meets members of the crew aboard the Nubian. On the right are Capt. and Mrs. R. E. de M. Leathes.



"I picked some wild roses for you... now where did I put them?"

## Andromeda for Western Fleet

H.M.S. Andromeda, commissioned at Portsmouth on January 6, is to join the Western Fleet after trials and work-up.

Mrs. G. Reynolds, wife of the Minister of Defence (Admin.), who launched the ship in May, 1967, presented the commanding officer, Capt. M. L. Stacey, with a silver salver.

A contingent from the Stevenage unit of sea cadets (T.S. Andromeda) were also at the commissioning, presenting the ship with a Bible.

## APPOINTMENTS

Admiral of the Fleet Sir Varyl Begg, the former First Sea Lord, is to take over as Governor of Gibraltar next spring.

The first commanding officer of the assault ship H.M.S. Intrepid, Capt. J. A. R. Troup, was promoted to rear-admiral on January 7.

Appointments recently announced include the following:

Capt. I. J. Lees-Spalding, Victory as Chief of Staff to C-in-C, Portsmouth, June 12. (To serve in rank of commodore.)

Capt. M. H. Griffin, Commodore Superintendent, Singapore, February 24. (To serve in rank of commodore.)

Capt. C. R. Sims, President.

May 26. (To serve in rank of Commodore.)

Capt. T. K. Edge-Partington, Vernon in command, April 11.

Capt. S. W. Clayden, Dolphin in command, and as Captain, 1st S/M Squadron, April 15.

Capt. D. G. Satow, Thunderer in command, May 30.

Capt. B. M. Tobey, Cochrane in command, January 30.

Capt. R. D. Lygo, Ark Royal in command on commissioning, July 17.

Capt. S. M. W. Farquharson-Roberts, Berry Head in command, January 13.

Capt. J. R. S. Gerard-Pearse, Fearless in command, April 3.

Capt. R. P. Clayton, Hampshire in command, January 16.

Cdr. K. E. Maun, Jupiter,

March 31, and in command on commissioning for trials and service.

Cdr. J. D. Lock, Hardy, February 13, and in command on commissioning for trials and service.

Cdr. R. H. Mann, Resolution, in command Port Crew, April 21.

Cdr. N. J. S. Hunt, Ark Royal in command, April 3.

Cdr. A. M. G. Pearson, Puma in command, July 8.

Lieut.-Cdr. R. F. Channon, Olympus in command, May 29.

Lieut.-Cdr. B. Davies, Heron for 892 Squadron in command on formation, April 1.

Lieut.-Cdr. B. J. Clarke, Malcolm in command, December 20.

Lieut.-Cdr. G. W. R. Biggs,

Otus in command, May 21.

Lieut.-Cdr. P. J. Williams, Terror for 847 Squadron in command, March 14.

Lieut.-Cdr. H. Peltor, Aeneas in command, July 14.

Lieut.-Cdr. M. J. R. Tuohy, Andrew in command, August 20.

Lieut.-Cdr. D. I. Ramsay, Ocelot in command, May 29.

Lieut.-Cdr. R. G. P. Menzies, Rorqual in command, March.

Lieut. R. A. Preece, Wiston, December 30 and in command on commissioning.

## ROYAL MARINES

Lieut.-Col. R. J. Ephraums, Commanding officer, 45 Cdo, April 11.

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## ROYAL NAVY'S AIRCRAFT

No. 13

# BROUGHT HOPE TO WAR CONVOYS

The Hawker Sea Hurricane, introduced into the Fleet Air Arm in 1941, was the first British single-seater fighter to operate from an aircraft carrier and was, then, the fastest fighter aircraft of the F.A.A.

Its land-plane version had already become famous in the Battle of Britain, and the Sea Hurricane quickly made itself felt in battles at sea.

The first version of the Sea Hurricane was specially produced for the "Catapult" scheme, and had catapult spools only. These were for use in catapult merchant ships (C.A.M.s). A second version had both spools and a deck arrestor hook.

No Sea Hurricanes were built as such: they were all conversions from existing land fighters, some having seen service with the Royal Air Force during the Battle of Britain.

## First success

The Sea Hurricanes aboard merchant ships were at first flown by F.A.A. pilots, the task being taken over later by R.A.F. personnel.

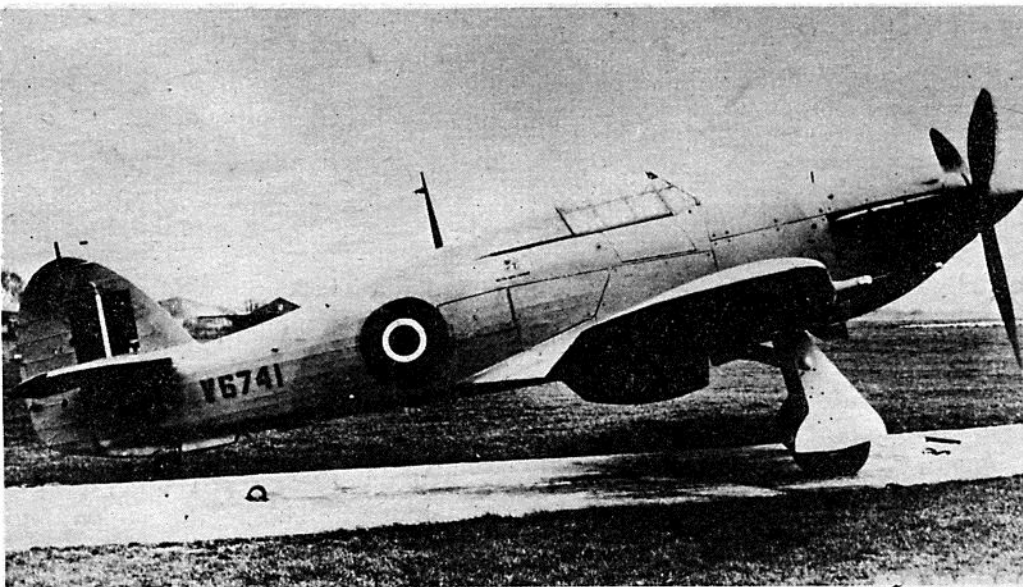
The first success came on August 3, 1941, when a Sea Hurricane of No. 804 Squadron, flown by Lieut. R. W. H. Everett, R.N.V.R., and catapulted from H.M.S. Maplin, shot down a Fokke Wulf.

This ship was one of the fleet of naval catapult ships introduced to supplement the work of the original C.A.M.s.

Although the catapulted Sea Hurricanes were successful in reducing the number of bombing attacks on convoys, there was a major disadvantage in that the aircraft could not return to the ship.

If he was not within flying distance of a shore base, the pilot had to parachute into the sea as near to the convoy as possible, in the hope of being rescued by a passing vessel.

On the arduous Russian convoys, Sea Hurricanes did particularly valuable service aboard



M.A.C. ships (small escort carriers converted as "flat tops" from merchant ships).

Because of lack of air cover, Convoy P.Q. 17 had been badly mauled, but with Convoy P.Q. 18 the Sea Hurricanes of Nos. 802 and 883 Squadrons shot down five enemy aircraft, damaging 17 others. Four Hurricanes were lost, but three pilots were saved.

Sea Hurricanes also played their part when embarked in the larger aircraft carriers. In August, 1942, fighter cover for one of the largest

The Hawker Sea Hurricane which played an important role in the convoy battles.

Malta convoys was provided by 70 Sea Hurricanes, Fulmars, and Martlets, in the Victorious, Indomitable and Eagle.

It was during this trip that H.M.S. Eagle met her end, being torpedoed on August 11, 1942.

During three days of air fighting against a force of about 500 German and Italian bombers,

## Technical data

MK. 11C version

Description: Single-seat carrier-borne fighter.

Manufacture: Hawker Aircraft, Ltd.

Power plant: One 1,460 h.p. Rolls-Royce Merlin XX.

Dimensions: Span, 40ft. Length, 32ft. 3in. Height, 13ft. 3in.

Weights: Empty, 5,800lb. Loaded, 7,800lb.

Performance: Maximum speed, 342 m.p.h. at 22,000ft. Cruising, 212 to 292 m.p.h. at 20,000ft. Range, 460 miles (normal) or 970 miles with auxiliary tanks. Service ceiling, 35,600ft.

Armament: Four 20mm. guns in the wings.

## Photo postcards

Photo postcards of the above aircraft and others of this series are obtainable from "Navy News," Dept. P.C., R.N. Barracks, Portsmouth, price 1s. each (including postage), stamps or postal order.

A standing order for the supply of each new card on publication, for 12 issues, can be arranged on receipt of cheque or postal order for 12s.

Albums to hold 64 "Navy News" postcards are 10s. each (including postage).

Other aircraft in this series are the Walrus, Seafox, Skua, Albacore, Firefly, Chance Vought Corsair, Fairey Barracuda, Grumman Wildcat, Fairey Swordfish, Avenger, Short 184 Seaplane and Seafire.

torpedo-carriers and escorting fighters, 39 enemy aircraft were shot down and many more damaged for the loss of only eight.

One pilot, Lieut. R. J. Cork, shot down three German and three Italian aircraft in his Sea Hurricane.

By the close of 1943 the Sea Hurricanes had largely disappeared from front-line units of the Fleet Air Arm, being superseded by Seafires and Hellcats in the large carriers, and by Wildcats in the escort carriers.

## ESKIMO RETURNS FROM W. INDIES

After four months in the West Indies, H.M.S. Eskimo returned to Portsmouth two days before Christmas, bringing to a close a commission which started in October, 1966, and during which the ship steamed 92,000 miles.

H.M.S. Eskimo sailed on May 16, 1967, for the Persian Gulf, but on the day she arrived at Port Said to transit the Suez Canal, the Arab-Israeli war started and an unexpected four months were spent in the Mediterranean.

In October, 1967, the ship sailed for the Gulf — the long way round — calling at Simons-town and taking part in a Beira patrol before arriving at Bahrain on December 21.

Most of her time for the next four months was spent on patrol off the Arabian coast and Beira, but exactly one year after sailing from Portsmouth she returned to the United Kingdom.

Service with the Western Fleet followed, during which, apart from exercises off Cape Wrath and the Fleet Assembly

at Rosyth, the Eskimo escorted the Royal Yacht on a tour round the north of Scotland.

H.M.S. Eskimo sailed for Bermuda on September 3, 1968. She carried out two patrols in the Bahamas and, while hurricane guardship in the Caribbean, visited Tortola, Antigua, St. Vincent, Trinidad, Martinique, Montserrat and St. Maarten.

### NUCLEAR SUBMARINE VISITS N. IRELAND

H.M.S. Warspite, most modern of the Navy's nuclear fleet submarines, visited Belfast for several days at the end of January — the first visit by a fleet submarine to Northern Ireland.



## ASKED ABOUT LINCOLN

With three sons in the Royal Navy a proud mum wrote to the Editor asking if her youngest boy's ship, H.M.S. Lincoln, could be included in the Navy News postcard series.

It is hoped to feature the Lincoln one of these days, but in the meantime here is a picture of the ship, which sailed for the Far East Station in November last year.

The Lincoln had recommissioned in May, 1968, after a long refit and extensive modernization, the work included the fitting of a Seacat aft, and much improved accommodation.

## Fife men had 'whale of a time'

The Tabua, a whale's tooth, plays an important part in Fijian ceremonial. It is formally presented to people only on special occasions, and may not be taken out of the country without the Government's permission.

This rare honour was paid to H.M.S. Fife on October 29, when the islanders of Viwa presented the ship with a Tabua for rescuing the passengers and crew of the Fijian ship Tui Lau four days earlier.

The commanding officer of the Fife, Capt. P. Lachlan, and a party of 15 officers and men, were landed on Viwa by the ship's helicopter, accompanied by Major Takala, a Fijian Government official.

The party was met by the school children singing "God save the Queen."

### ESCORT PARTY

Heralded by the beating of drums, the party was escorted through the beautiful village with its thatched huts and paths lined with clam shells — all against a

background of "whiter-than-white" sand on the beaches and the contrasting shades of blue of the sky and the Pacific Ocean.

In the centre of the village all the men were assembled at one end of a hut, while the naval party took seats or squatted at the other.

This was a strictly male affair and the women and children were some distance away outside the hut.

Many speeches were made telling of the people's love for and loyalty to the Queen, and their pleasure in meeting the Navy. Major Takala interpreted for the naval party.

### GIFTS EXCHANGED

The Tabua was then presented, followed by the ceremonial preparation and drinking of Yaqona. This in turn was followed by an exchange of gifts — fruit from the islanders, an H.M.S. Fife crest, cigarettes and sweets from the Navy.

After this, the women and children were allowed into the

hut, and Capt. Lachlan made a speech of thanks, translated by Major Takala.

The children gave a display of dancing and singing — everyone shook hands with everyone else — and then the naval contingent returned to the ship, garlanded with flowers and laden with about half-a-ton of fresh fruit.

H.M.S. Fife is believed to be only the second Royal Navy ship to be accorded the honour of being presented with a Tabua.

### Albion party

The 700 Royal Marine Commandos and crew of just over 1,000 men of the 23,000-ton commando carrier H.M.S. Albion spent Christmas and the New Year in Hongkong.

As part of the Christmas celebrations, younger sailors from the Albion entertained 200 Chinese youth club members on the ship's flight deck.

An explosion aboard the guided-missile destroyer H.M.S. Antrim, building at Glasgow, damaged metal casings in the boiler system.

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I'm feeling the pinch now, maybe, but just you wait till I get out of this dive!



Colour Sergeant Byrne, of the Royal Marines, instructs Robert Read in diving procedure during rehearsals at Richmond Baths for the children's TV programme Magpie. Mr. Read was director of the programme, broadcast from the pool of the Boat Show on December 31.



Actor Leslie Sands (above) pictured aboard the anti-submarine frigate H.M.S. Duncan during filming for the B.B.C. TV play "Swallowing the Anchor."

Other recent visitors to the Duncan at Portsmouth have included Mr. Quintin Hogg, M.P., and his wife (pictured below).



## Commendation for Singaporean

A Singaporean who has been serving with the Royal Navy for the past 22 years is to receive a special commendation from the Commander, Far East Fleet, Vice-Admiral W. D. O'Brien. He is Chief Petty Officer Jerry Sim (46), who lives at H.M.S. Terror.

For the past 11 years he has been the regulating chief petty officer of the Singapore Chinese Division of the Royal Navy.

In his commendation Vice-Admiral O'Brien states: "He is a first-class chief petty officer who displays all the very best qualities of intelligence, con-

scientiousness, physical fitness and extreme efficiency — in all a very fine example and inspiration to his seniors and juniors alike."

"The high standard of efficiency and discipline in the Chinese Division stems largely from his qualities of leadership and drive."

## THE 'NEWS' DIARY

### Reunion for Joey's old 'masters'

Plans are now afoot for a reunion of ex-handlers of Joey, the bulldog naval mascot who marched with Beatty in the 1919 peace parade.

Presentation of Joey — now stuffed — to the Navy's new survey ship H.M.S. Bulldog has already aroused some interesting correspondence, as previously reported.

Cdr. R. C. Read, captain of the Bulldog, is hoping to hold the reunion of Joey's ex-handlers on board, and has been sending out the invitations from Chatham, where the Bulldog — and Joey — are now based.

## REUNION BELOW



\* Lieut.-Cdr. J. P. Speller, \*  
\* commanding officer of \*  
\* H.M.S. Ambush, and his \*  
\* younger brother, Cadet R. \*  
\* A. Speller, who had a re- \*  
\* union when the submarine \*  
\* visited Dartmouth. \*  
\*\*\*\*\*

### Navy Lark celebrates

The Navy Lark will be ten years old in March. To celebrate the occasion the ship's company of that indomitable frigate H.M.S. Troutbridge spliced the mainbrace in style on the anniversary in January of the very first recording of the programme.

The party took place ashore in London after a recording of the programme in the current series.

The celebration was a notable one in the history of broadcasting, for rarely ever, in a long-running radio series, has the same cast stayed together as a team for so long.

In ten years there has been only one major change — Dennis Price played Number One in the first series, then Stephen Murray took over and has played the role ever since.

In the present series Ronnie Barker has temporarily stepped out of the show due to TV commitments.

The Navy Lark is one of the most widely broadcast comedy shows on the air, being heard at naval stations all over the world.

In its ten-year salute, the Troutbridge paid tribute to its "sister" ship, the real-life frigate Troutbridge, which has seen distinguished service in war and peace.



### BIG ACHIEVEMENT

Prince Philip asked if they had any previous experience.

"None at all, sir," said Capt. Lees Spalding, "but we did take the special course."

The car was the 31st to reach Sydney, hailed as a magnificent achievement by three men in their first long-distance rally.

Pictured right with Prince Philip are (left to right) Capt. Lees Spalding, Capt. Hamilton, and Miss McCann. Cdr. Stearns was on duty at Torpoint.

## Northwood meeting for admiral brothers

When Vice-Admiral Edward Ashmore, then Vice Chief of Naval Staff designate, paid his first official visit to the Northwood headquarters of the Western Fleet in December, he was greeted by his younger brother, Rear-Admiral Peter Ashmore, Chief of Staff to Sir John Bush, Commander-in-Chief of the Western Fleet.

While it is not unprecedented for two brothers to be serving together in flag rank, their careers have followed a remarkably close pattern.

Vice-Admiral Ashmore, whose appointment as V.C.N.S. took effect on January 4, is 49, and joined the Royal Naval College, Dartmouth, in 1933. Rear-Admiral Ashmore, who is 47, joined Dartmouth in 1934.

### BOTH WON D.S.C.

Both brothers won D.S.C.s in the Mediterranean during World War II — Edward while serving as 1st Lieutenant in H.M.S. Middleton during a Malta convoy, and Peter for service in H.M.S. Kipling during Crete operations.

Vice-Admiral Edward Ashmore (left) and Rear-Admiral Peter Ashmore.



In 1958, Edward was commanding the 6th Frigate Squadron — two years later Peter was in command of the Dartmouth Training Squadron of frigates.

In 1960, Edward became Director of Plans at the Admiralty, while a few years later, after re-organization of the Ser-

vice departments, Peter became Director of Naval Plans at the Ministry of Defence.

Today both brothers have still heavier naval staff and administrative responsibilities.

During his day at Northwood, Vice-Admiral Ashmore toured the operations centre,



# 'Silent Service' association is too silent

When he proposed the toast to the Royal Naval Association at the 31st annual dinner of the Portsmouth branch, the chairman, Shipmate E. N. (Bob) Pearn, talking about the lack of publicity wondered whether the association had been the "silent Service" too long.

Appealing to members and guests at the Whaley Club, H.M.S. Excellent, to try to interest more people in association membership, the speaker said that the association looked as if it was disintegrating a couple of years ago.

There had, however, been an improvement, and many more branches were being formed.

"We have had 50 more members ourselves," said Shipmate Pearn.

He felt hurt that the R.N.A. Association did not get as much prominence throughout the country as others.

The toast to the guests was proposed by Shipmate L. Bray, a vice-president, who welcomed the branch president, Shipmate Capt. G. C. Colville, Mrs. Colville, Havant and Fareham R.N.A. representatives, and guests from kindred organizations.

In his reply, Capt. Colville appealed to the middle-aged and young to go the meetings, and help to run the association and the club.

## MEDALIST DIES

Shipmate Victor Jones, a committee man of the branch, died on December 31, aged 69.

During the First World War Shipmate Jones was a member of the Royal Naval Division, serving in wireless stations at home and abroad, and winning the Military Medal.

## Farewell visit

Among those who attended the last Divisions at H.M.S. St Vincent was Shipmate C. Lewis, chairman of the Newton Abbot branch.

Over the past couple of months the branch has held a number of social events, probably the most successful being the "sale of work" organized by Mrs. B. Lewis and the Ladies' Section.

The profit was the biggest ever made — just under £73.

About 45 members and friends were guests of Plymouth branch recently, and Newton Abbot is looking forward to a reciprocal visit.

## Thrifty Wear

In February, 1967, five members of the Wear branch decided to start a Christmas Wine Club, the first subscriptions totalling £1.

Within two weeks there were 11 subscribers, and on Christmas Eve, 1967, the sum of £96 was paid out.

At the beginning of February, 1968, by which time it had become known as a Thrift Club, there were 25 subscribers. Just before Christmas the total paid out was £385.

The culmination of a year's hard work by the Ladies' Section of the branch came on December 30, when 220 children of the members were taken to the pantomime, "Snow White and the Seven Dwarfs," at the Civic Theatre, Sunderland.

## Purley dinner

"The best party we have ever been to" was the verdict of the 70 guests — all senior citizens — of the Purley and District branch as they left after the annual dinner on January 18.

The lady guests were each presented with a box of chocolates, the men receiving cigarettes.

After the meal the branch secretary, Shipmate Forgham, assembled the cooks and stewards — the shipmaids of the branch — and thanked them for their excellent work.

He told them that without their efforts throughout the year in providing refreshments, prizes, etc., the branch could not exist socially.

The branch president, Cdr. J. S. Kerans, who broke a leg towards the end of the year, has made good progress.

## Many a slip

It is being said by the Rams-gate members that "there is many a slip twixt cup and lip." Negotiations were well advanced towards a new headquarters, and planning permission had been obtained, but...

Then came the surveyor's report. It was found that the floor would not stand a "knees

## ROYAL NAVAL ASSOCIATION

up" unless the members wished to find themselves "in the bilges."

The branch is now looking for other properties.

The Gillingham branch, too, is having new headquarters, and Ramsgate is looking forward to the commissioning ceremony.

## Cape meeting

Commodore J. W. D. Cook, the Senior British Naval Officer South Africa, and Mrs. Cook (an ex-Wren) were guests of honour at the Trafalgar Day Dinner of the Port Elizabeth branch.

After a traditional British meal — Roast beef, etc. — the commodore spoke of the present-day Navy and its role in the modern world.

## CRUSADERS AT PORTSMOUTH

Eric Hutchings and his evangelistic team are holding a Portsmouth and District Crusade from March 1 to 30, with meetings in the Guildhall.

The Crusade is being sponsored by churches of many different denominations. Meetings are to be held each week night (except Wednesday) at 7.30 p.m., with after-church rallies on Sundays at 8.15 p.m.

The chairman of the Crusade committee is Lieut.-Cdr. F. M. Savage, General Secretary of the Royal Sailors' Rests, who was chairman of the Medway Towns Crusade some 11 years ago.



Earl Beatty handing over the ensign to the commanding officer of H.M.S. Juno.  
(Picture by L. Phot R. J. Whalley)

## 'Old Junos' give ensign to frigate

The love of a sailor for the ships in which he has served is proverbial, but it is not often that this affection is shown in a tangible form.

When the present frigate, H.M.S. Juno, was commissioned on August 18, 1967, about 30 men who had served in either the 1895 cruiser (sold in 1920) or the 1938 destroyer, sunk in 1941, were present.

These "Old Junos" felt it appropriate to make a gift to the new ship, and they raised over £40 among themselves for the purpose of purchasing a silk ensign.

In pre-1914-18 days there were very few ships which did not have a silk ensign, and the rule then was that it should be flown on "Dress ship" occasions, and also when in action.

### BY EARL BEATTY

The new ensign and stave, made in H.M. Dockyard, Chatham, was presented to the ship on January 20, just prior to the Juno sailing for "foreign parts."

The actual presentation was made by Earl Beatty, son of the late Admiral of the Fleet, Earl Beatty, who commanded the cruiser Juno about 1902-05.

The prime mover of the "Old Junos" in this affair was Cdr. W. R. Bull, of Bridlington, who served in the cruiser.

Unfortunately he was unable to be present for the gift ceremony.

## Experiments in 'instant camouflage'

The appearance of psychedelic-coloured helicopters in the grey winter skies over Cornwall is part of a search into "instant camouflage."

The world-wide deployment of Fleet Air Arm helicopters has highlighted the problem of aircraft camouflage. This arises because the aircraft may be required to operate in such assorted environments as tropical jungle, desert wastes, or Arctic snow fields — all in the space of a few weeks.

So the Royal Navy is looking for an answer, and the task has fallen to 846 Royal Naval Commando Helicopter Squadron, based at Culdroe.

Various colours are being tried and materials and methods used.

Air crews will also carry with them tins of distemper to provide instant camouflage.

## FUTURE FOR SUBMARINERS

"If the bells toll for the Royal Navy, it will toll for a great deal more in this country," said Vice-Admiral M. P. Pollock, the Flag Officer, Submarines, when he attended the 30th anniversary dinner of the Gosport branch.

After commenting that "the country is divided about equally

## ASSURED

between those who think we still have the biggest navy in the world, and those who think there is nothing except ten minesweepers manned by full admirals," the Admiral went on to say: "What we have is still the most proficient and expert navy in the world, although it is much

smaller than when I joined."

Assuring members that there was still a Royal Navy which provided a worthwhile career, the Admiral said that the Submarine Command had become a larger proportion of the Service.

"The long-term future almost certainly means there will be more emphasis on under-water warfare, and submariners feel they have an assured future," he said.

Vice-Admiral Sir John Lancaster, the branch president, welcomed the guests, among whom were nine from Jersey.

## Happy party

The Gravesend branch had a happy evening on December 13 when, at their third social of the year, 14 members of 'The Good Companions' — a senior citizens' club — were entertained.

## Cheam hopes

The Cheam and Worcester Park branch is looking forward to a successful 1969.

The finances are in good shape, thanks mainly to a committee who have put on bigger and better social functions.

There has been a sprinkling of new members — an encouraging sign.

One activity of the members is shooting. They take part in shoots with the Wimbledon Sea Cadets — youngsters who are trained by a Cheam member who has inspired them to win county and national competitions.

## Death of Mr. G. Heather

Mr. Geoffrey Heather, the Portsmouth solicitor who died last month, aged 55, had been the Legal Aid Officer in the Royal Naval Barracks, Portsmouth, for 22 years.

A well-respected man, known as a guide and counsellor by many in the Service who had found themselves in difficulties, Mr. Heather was in the Navy during the Second World War.

Joining as an ordinary seaman he was soon commissioned and became a lieutenant R.N.V.R. While serving as a liaison officer in a Norwegian corvette, he was decorated by the King of Norway.

He was invalided out of the Service, being granted a disability pension, in 1944.

Son of the late Paymr Captain Paul Heather, of Chichester, Mr. Geoffrey Heather was: at one time a Chichester councillor.

## 150 ships' bells for sale

Nearly 150 ships' bells, struck and polished by thousands of former sailors, and now surplus to requirements, are to be sold at prices varying from £4 to £24 each. The average price is just over £7 each.

The bells may be purchased by serving and ex-Service personnel, Sea Cadet and Sea Scout units, and schools.

Applications, marked "Bell Sale," should be sent to the Deputy Supply and Transport Officer (Navy), R.N. Store Depot, Archery Road, Woolston, Southampton. Money should not be sent.

Inquiries which have already been received and acknowledged should not be duplicated as a result of this notice.

Up to four bells may be applied for in order of preference, e.g. Pref. 1 — Item 3, Pref. 2 — Item 60, etc. The application should state the details of any special claim for any or all of the preferences.

The number of applications is expected to be considerable, and the final allocation may not be decided for some months. All applicants, successful or other-

wise, will be informed as soon as a decision is reached.

### BELLS AVAILABLE

Code — Item No.; ship or service; weight in lbs.; serviceable (S); unserviceable (U); repairable (R); price

H.M. Ships  
2. Adamant. 45. R. £9; 3. Aisne. 45. R. £9; 4. Anchorite. 91. S. £6; 5. Anzio. 321. S. £9.  
6. Barthill. 28. S. £8; 7. Barking. 171. S. £7; 8. Barnard. 28. R. £7; 9. Barizan. 28. R. £8; 10. Blackmore. 45. S. £11; 12. Brantingham. 9. S. £6; 13. Brinton. 5. R. £4; 14. Brinton. 61. R. £4; 15. Broadsword. 45. S. £11; 16. Burnstone. 9. R. £5.  
17. Caesar. 45. U. £7; 18. Caesar. 45. S. £11; 20. Camberford. 61. R. £4; 21. Cassandra. 45. S. £11; 22. Chailey. 51. R. £4; 23. Chameleon. 45. R. £10; 24. Chelsham. 9. R. £6; 27. Cockatrice. 45. S. £11.  
29. Dalhousie. 84. S. £15; 30. Damerham. 9. R. £5; 31. Dampier. 45. S. £11; 32. Davenham. 9. S. £6; 33. Delight. 28. S. £8; 34. Dilston. 51. S. £5.  
41. Espeigle. 45. R. £10; 42. Excalibur. 9. R. £5; 44. Fiskerton. 81. S. £6; 45. Flockton. 6. S. £5; 53. Glenham. 9. R. £5.  
54. Hartland Point. 9. R. £5; 55. Hogue. 45. S. £11; 56. Hovingham. 9. S. £6; 57. Leopard. 45. U. £9; 58. Loch Killisport. 43. S. £11; 59. Loch Lomond. 43. S. £11.  
60. Maidstone. 150. S. £24; 61. Maryton. 9. R. £5; 62. Matapan. 45. R. £11; 63. Mayford. 6. S. £5; 64. Medusa. 28. S. £8; 65. Mermaid. 7. S. £6; 66. Messina. 22. R. £7; 67. Messina. 28. R. £7; 68. Myrmidon. 101. S. £6.  
71. P.247. 28. S. £8; 72. Penelope. 28. S. £8; 73. Petard. 45. R. £10; 74. Phoenicia. 45. S. £11; 75. Popham. 9. S. £6; 76. Protector. 45. S. £11.  
77. Rackham. 9. R. £5; 78. Rampart. 28. S. £8; 79. Recruit. 45. R. £10; 80. Redoubt. 41. S. £5; 82. Rennington. 6. S. £5; 83. Repton. 5. R. £5; 84. Rifleman. 45. S. £11; 85. Rodington. 6. R. £4.  
Scott. 45. S. £11; 87. Solent. 9. R. £5; 88. Striker. 45. U. £10; 89. Sultan. 40. R. £9; 90. Surf. 28. S. £8; 91. Surprise. 45. S. £11; 92. Tapir. 9. S. £6; 93. Termagant. 45. R. £10; 94. Terschichore. 45. S. £11; 95. Terror. 45. R. £10; 96. Terror. 18. S. £7; 97. Thermopylae. 81. R. £5; 98. Token. 9. R. £5; 99. Totem. 9. R. £5; 100. Tumult. 261. S. £8; 101. Turpin. 9. R. £5; 102. Tuscan. 45. S. £11; 103. Tuscan. 50. S. £12; 104. Tyrian. 45. S. £11.  
105. Undaunted. 45. U. £9; 106. Urania. 45. S. £11; 107. Urchin. 45. R. £10; 108. Ursa. 45. S. £11; 109. Victorious. 45. R. £10; 110. Victorious. 156. R. £24; 111. Vigilant. 45. R. £10; 112. Volage. 50. S. £12.  
113. Watchful. 28. S. £8; 116. Whitby. 45. U. £10; 117. Wizard. 45. R. £10; 118. Wizard. 13. R. £6; 119. Wizard. 28. R. £6; 120. Wizard. 261. S. £8; 121. Wizard. 26. S. £8.  
R.F.A.s, etc.  
1. Abbeydale. 38. R. £9; 11. Blue Ranger. 54. S. £14; 19. T.C.V. Caldry. 28. S. £8; 25. Cherryleaf. 17. S. £7; 26. Cherryleaf. 27. S. £8; 28. WED Coventry. 32. S. £9; 35. Dingledale. 261. S. £7; 36. RNAD Ditton Peiors (21 bells). 22. S. £7 each.  
37. Eddyreach. 24. S. £8; 38. Eddycliff. 251. S. £8; 39. Eddyrock. 4. S. £5; 40. Eddyrock. 45. S. £11; 43. Fire Service. 22. S. £7; 46. PAS Foremost. 12. S. £7; 47. Fort Charlotte. 7. S. £6; 48. Fort Dunvegan. 28. R. £7; 49. Fort Dunvegan. 7. S. £6; 50. Fort Duquesne. 33. R. £9; 51. Fort Duquesne. 51. S. £5; 52. Fort Langley. 25. R. £7.  
69. Oakol. 7. S. £5; 70. Olva. 22. S. £8; 81. Reliant. 28. R. £8; 114. Wave Knight. 81. S. £6; 115. Wave Prince. 22. R. £7; 122. TRV.3. 7. S. £5; 123. MFV 1140. 61. S. £6.



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SPRING FLOWERS from mid-December until mid-March.

CAROL and GARNETTE (miniature roses) from May until December.

During December the Rose season is coming to an end, and whilst orders for Roses will be executed if possible, other flowers may have to be substituted. The number of blooms sent varies according to current wholesale prices — more blooms are sent for the same price during July and August, and a lesser number during December — owing to seasonal capacity.

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NAVY NEWS  
Feb., 1969

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## LATEST FILM RELEASES FOR THE FLEET

HISTORICAL  
'CLASSICS'

Two of the outstanding films of recent times are among the latest selection of releases to the Fleet by the Royal Naval Film Corporation.

They are "A Man For All Seasons" and "Far From The Madding Crowd," each with an historical background and each enthusiastically received by critics and public alike.

The former, a beautifully-made film, tells movingly of the courage of Sir Thomas More, who, facing death, stands by his principles in defiance of the king.

Here is the full list of releases:—

**Where Were You When the Lights Went Out** — The ever-popular Doris Day and Robert Morse star in a light comedy set during a New York power failure. It is spiritedly played — farcical at times — and all good light entertainment. (M.G.M.) No. 713

**The Scalp Hunters** — This is an out-of-the-ordinary Western which veers between tough, violent action and plenty of comic touches. In the lead are Burt Lancaster, Shelley Winters and Telly Savalas. (United Artists.) No. 714

**The Detective** — The versatile Frank Sinatra and Lee Remick feature in a

tough, and sometimes brutal, thriller which pulls no punches. Dialogue is frank, sometimes laced with humour. Powerful stuff for those who like strong, meaty entertainment. (20th Century Fox.) No. 715

**How Sweet It Is** — All kinds of audiences should find this an amusing light attraction. A sex comedy, it has a generous ration of inoffensive naughty fun and could be described as being saucy without being dirty. (Warner Pathe.) No. 716

**Far From The Madding Crowd** — Based on Thomas Hardy's novel of Dorset 100 years ago, this film has been made with fine feeling and artistry, and the photography is particularly outstanding. A well-known cast includes Julie Christie, Terence Stamp, and Peter Finch. (Warner Pathe.) No. 717

**A Man For All Seasons** — A drama set in the reign of Henry VIII, the central character is Sir Thomas More. This is a dignified, compelling and wonderfully acted film, which should have wide appeal.



Paul Scofield heads the cast as the ill-fated Sir Thomas More, ably supported by Robert Shaw and Orsen Welles. (Columbia.) No. 718

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## In Memoriam

Roy Keen. PO R El Mech(A). L/066647. H.M.S. Seahawk. November 23, 1968.  
Donald B. Markwick. NAM 1/c. L/099720. H.M.S. Albion. December 12.  
George Gardner. PO. D/JX297160. H.M.S. Dryad. December 16.  
John S. Wrighton. A/A App 2/c. 071781. H.M.S. Goldcrest. December 18.  
Trevor Robinson. AB. P/088837. H.M.S. Dryad. December 24.  
Brian M. Exton. A/L.S. P/079706. Chatham S/M Ref. Gp. December 29.  
Brian J. Reed. Mnc. RM 21315. Depot. R.M. Deal. January 1, 1969.  
Lieut.-Cdr. Robert J. A. Rogers. Lent to Ghanaian Navy. January 7.



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They are the wise ones. "Be Prepared," the Boy Scouts' motto, is one which could well be adopted by all serving personnel when they think of that day which must eventually come — the day of their return to civil life.

Because of their Service training, all personnel have many useful attributes to offer future employers, such as loyalty, integrity, the will to work, and in many cases technical qualifications or skills.

Much, however, can be done to enhance their chances of getting a new career with good prospects.

### Help available

It is never too early to start acquiring further educational qualifications which can be of

use both in and out of the Service, and all should make themselves aware of the facilities which are available under the Naval Resettlement Organization to help them.

A point about two-and-a-half

years before termination of service is considered a suitable time for first action, though for some qualifications an even longer period of part-time study is necessary.

Ratings who are eligible

for re-engagement should consider carefully the advantages which it offers. This affords yet further time for preparation, and the opportunity for the saving of further capital which may be

needed to help plans to be realized.

Personnel should remember that resettlement is their own problem, but it can be made far less difficult if they make use of

the Resettlement Organization facilities.

It is more than ever necessary in these days of the "squeeze" and the somewhat tougher labour market to be fully prepared to enter the increased competition for worthwhile jobs.

The main elements in the preparation for return to civilian life are:—

- (a) early counselling advice;
- (b) systematic study, during the final phase of service;
- (c) the acquisition of nationally recognized qualifications; and
- (d) the establishment of direct contact with job finding organizations.



In the foreground of the picture are Lieut. A. E. Hill (Regular Forces Employment Association), Cdr. R. H. Weedon (Naval Resettlement Information Officer), and Mr. F. Melvin (Department of Employment and Productivity), who form the Portsmouth Resettlement Interview Board.

In the background is Mr. S. Gatrell (Assistant N.R.I.O.).

Lieut. Hill recently relieved Lieut.-Cdr. J. H. Cook, who has retired after 18 years as the R.F.E.A. Employment Officer, Portsmouth Branch.

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### JOB-FINDING

The article about Mr. Roberts on page 22 gives information about what is being done further to impress on industry the advantages of taking ex-service men and women into their

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Here are some of the facilities available in addition to those provided by N.R.I.O.s:

(a) The Employment Liaison Officer in the Old Admiralty Building, Whitehall. Officers wishing to seek his advice and help in job-finding should get in touch with him about four months before their release.

(b) The Officers' Association has a resettlement and Employment Department which is at the disposal of all officers who are within four months of release.

(c) The White Ensign Association, Ltd., is available to officers and men to assist them in obtaining satisfactory employment, and also provides an advisory service to assist in all the financial problems of resettlement.

This latter service is also available to all personnel throughout their careers.

(d) The Regular Forces Employment Association is part of the established machinery for providing resettlement advice, and for finding suitable employment for all ratings, both men and women, who have left the Regular Forces with good characters.

The association works through 44 branches, each run by an Employment Officer, who is always ready to advise men living within his area and who

regularly attends Resettlement Interview Boards.

Details of all ratings leaving the Service are sent to the branches on Forms E.D. 828, and the branches then write to ask if they can be of assistance.

Men and women seeking civil employment are encouraged to register with the association during their terminal leave, or as soon as possible after their discharge, and the association will continue to take a long-term interest in them in employment finding, in which it has a high success rate.

Men seeking employment with the Post Office should do so through the R.F.E.A., which has a priority over civilian sources of recruitment.

(e) Employment Services of the Department of Employment and Productivity.

(i) The Professional and Executive Register is kept at 38 of the larger Employment Exchanges. Ex-regular officers have a right to registration, and senior ratings or N.C.O.s with suitable qualifications (H.N.C. or above) are also advised to apply for enrolment.

(ii) The Local Employment Exchanges are in touch with local conditions and maintain lists of vacancies mainly in but not confined to their own localities.

They are always ready to help with employment problems, and in every exchange there is an officer whose special duty it is to help ex-regulars.

If possible he should be contacted prior to terminal leave, because personnel can accept employment during leave.

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HNC or Associated Membership of approved society, with knowledge of advanced aircraft electrical systems. Experience should include modern aircraft electrics and instrumentation, and sophisticated test equipment.

### CHIEF TECHNICIAN AIRFRAME/ENGINE (Ref. C.T.A./E.)

Licensed Engineer or Engineer Officer RN, RAF or equivalent. Experience on Lightning and Rolls Royce Avon type desirable but not essential.

### CHIEF ENGINEER ELECTRONICS (Ref. C.E.E.L.)

Experienced in integrated flight control systems, airborne A1 radar and aircraft electrical systems and associated test equipments.

Successful candidates will be offered excellent salaries and conditions, which will include generous leave with free air passages.

Please write briefly in the first instance quoting the appropriate reference to:

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### Take your pick . . .

The following are some examples of the types of known occupations taken up by ex-naval ratings in the past six months:—

Training and personnel officer, warehouse managers, stores superintendents, methods assistant, work study assistants, works manager, technical authors, aircraft engineers, computer operators, catering officers (QE2), nuclear site engineers, hovercraft engineers, travelling stores accountant, Merchant Navy, postmen, police, Prison Service, cable ships, Civil Service, Probation Service, N.S.P.C.C., newsagency managers, public house managers, Government communications, building and engineering industries after Government training, catering managers, tracking station engineer (Australia), building site supervisors, pile-driving operators, etc.

The salaries being received vary greatly from £15 5s. basic weekly wage for a postman, to £2,800 for the tracking station engineer!

In addition, many ratings have started their own businesses of various kinds, and many have been accepted for training as school teachers in various parts of the country.



# Expert to advise on 'cuts' men

The Secretary of State for Employment and Productivity has appointed Mr. C. A. Roberts, on an honorary basis for two years, to be Adviser on Forces Resettlement.

This appointment had been

made to facilitate the resettlement into civilian employment of ex-Service personnel, including the additional numbers above

normal outflow who are likely to be discharged from the Services during 1969, because of the defence cuts.

The Government recognizes that it is in the national interest that the skills and ability of those leaving the Services should be used to the best advantage in civilian life, and that Servicemen and women should be helped to find scope for their skills and experience in a new career.

There is already a comprehensive advisory, training, and employment-finding service involving the Ministry of Defence and various voluntary bodies, as well as the Department of Employment and Productivity, but this service is currently under review to make sure that it can cope with the increased outflow from the Armed Forces expected over the next few years.

## THE MESSAGE

Mr. Roberts will help with this review, but his main concern will be to bring home to industrialists and other employers the advantages of taking ex-Servicemen and women into their employment.

A barrister, Mr. Roberts joined the Army in 1939 as a second lieutenant, and finished his service as a brigadier.

During the last three years of his service he had much to do with framing and carrying into effect the schemes of demobilization and resettlement which can be seen in retrospect to have been highly successful.

In 1946, he joined the National Coal Board, and from 1960 to 1967 was Board Member for Staff, playing a notable part in securing the re-deployment of staff affected by the run-down of the coal industry.

## British Transport Police need

# Constables and Policewomen

in London and throughout the Country

Leaving the Services? Then choose a really worthwhile civilian job.

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**Qualifications** . Physically fit with good eyesight.

**Men** : 19-35 and at least 5 ft 8 in.

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### GENERAL FITTERS (Ref. GF)

Experience in servicing Naval ground equipment, with a knowledge of small internal combustion engines (including diesels). Preference will be given to applicants with City and Guilds/O.N.C. (M.E.):

### ENGINE FITTERS (Ref. EF)

At least three years' practical experience in modern jet engine aircraft, following an apprenticeship in aero engines or Naval training as Engine Fitter or Aircraft Fitter Propulsion; experience should include 1st and 2nd line servicing.

### INSTRUMENT FITTERS (Ref. IF)

Service or civilian experience in flight instrumentation on Lightnings, Buccaneers, Wessex, V-bombers, Comets or Boeings.

### WIRELESS FITTERS (AIR) (Ref. WF)

Experience required in 1st and 2nd line airborne U/VHF - PTR 175 or ARC 52, Violet Picture (UHF standby). Preference given to RN trained Wireless Fitters.

### RADAR FITTERS (AIR) (Ref. RF)

1st and 2nd line experience on A123B, or on TACAN and IFF X with A23 experience.

These appointments offer enterprising men an opportunity to take an active part in a complex and challenging enterprise. They will receive an attractive salary, substantial extras, and generous home leave with free air passages.

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## Information officers

Naval Resettlement Information Officers are located in R.N. Barracks, Portsmouth, H.M.S. Drake at Devonport, H.M.S. Pembroke at Chatham, and in H.M. Dockyard, Rosyth.

The functions of these officers are to advise officers and ratings who request resettlement interviews, to initiate action on forms E.D.828 (see page 21) and to brief ships' Resettlement Information Officers.

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### LONG TERM

Prospects for second careers in civil life;  
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Business training course (six weeks);

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# Thoughts on 'thriller'

**SOCCER NOTES  
BY BENBOW**

Since my last report probably the most momentous soccer news was the final of the Navy Cup, so ably covered in the last issue of Navy News.

The Lochinvar versus Bulwark final was certainly a thriller. While it is true that the Scottish team had ground advantage, there is no doubt about the grand display the side gave.

This does not detract from H.M.S. Bulwark's effort. The team's skills were excellent, its spirit of the highest, and the enthusiasm in the team and in all concerned was so great that, perhaps, they hardly deserved their defeat.

A word about the man who is so often forgotten — the referee. C/Sgt J. Taylor, from R.N. College, Greenwich, was the middleman, and I have seldom seen a referee so capable, or a game so well handled, for many years.

The Inter-Command championships have got away to a good start. In December, Plymouth met Portsmouth, and the holders, the Royal Marines, met Naval Air Command.

## 'GREAT' ROYALS

Portsmouth managed a 2-0 win, but this was by no means easy. Plymouth played well, and it will be necessary for Portsmouth to get more cohesion among their players if they are to win the trophy this season.

The Royals were great in their match. Although the Airmen

won 2-1, it was a hard-fought game. The Royals were far from disgraced and a draw would, perhaps, have been a more fitting result.

On the other hand, Air Command played like a team inspired, no one giving an inch to the powerful Marines.

Derek Godwin, the Navy team captain, captained and coached his own XI to victory, and is, indeed, a credit to both Air Command and Navy football.

With four games to go (at time of writing) the Inter-Command championship promises to be most interesting, and it would be unwise to predict the champions at this stage.

## NAVY GAMES

Only two Royal Navy teams have been played, both being lost. The match with Surrey in the Southern Counties Amateur championships was lost 3-1.

This game promised well. The backs, Weston and Hunt, and striker Pughley, were again most impressive.

In the match against the Football Association Amateur XI (lost 2-0), the Navy team played quite well and gave a creditable performance to contain such a strong F.A. representative side.

It was a pity that the other

Navy game had to be cancelled because of flooded grounds, for it is essential that as many team matches and get-togethers as possible should be arranged if the Navy team is to win through the eventual Inter-Service competition.

## DIFFICULTIES

Some of the more recognized first choice Navy players are finding it difficult to turn out. Atkey and Rogers are bound up with courses, and Pughley is finding it difficult to get away from Brawdy. Hunt, also, may not be available.

Service requirements obviously must be given priority, and there is no doubt that the Royal Navy team will survive and, it is hoped, be a match for the other Services, who do not appear to suffer from the same maladies that upset the Senior Service, its coach and selector.



Pictured after a training session at Halmstad are members of the C.S.B.A. team. Standing: Ctr Sgt D. J. Evans (trainer-coach), Cpl D. Burton (R.M.), L/Cpl W. Sutherly (Army), Cpl C. Booth (Army), RO2 G. Harris, Cpl J. Scott (R.A.F.) and Cpl W. Newton (R.M.). Kneeling: Cpl G. Dimmack (Army), L/Cpl J. Barker (Army), Pte A. Gover (Army), Cpl G. Richards (R.A.F.), and Sig F. Carr (Army).

## STATUETTE SURPRISE

The most surprised man at the annual boxing match between the Royal Marines and Naval Air Command was, perhaps, Ctr Sgt Derek Evans.

He was presented with a statuette as a token of thanks by the Royals' 1968 successful boxing squad.

Ctr Sgt Evans, the Navy boxing coach, trains his team at the R.M. Barracks, Eastney.

## Success in Sweden

With the Combined Services Boxing Association team on its recent trip to Sweden were three Royal Navy boxers — RO 2 George Harris, and Cpls W. Newton and D. Burton.

Flying from R.A.F. Benson to the Kolsas NATO camp in Norway, a limited amount of train-

## BOXING NOTES BY PUNCHER

ing was organized by Ctr Sgt Derek Evans, who accompanied the team as trainer.

The first boxing venue was at Halmstad (Sweden) on January 5 and this entailed a coach journey of 300 miles.

The C.S.B.A. team won by six bouts to four. It was unfortunate that George Harris got caught with a "sucker" punch in the first round, the referee stopping the bout.

Dave Burton, after a non-stop attack on his taller opponent, won on points. Cpl Bill Newton did not box on this occasion.

## EARLY START

To travel to Uddevalla — 130 miles from Halmstad and the venue for the second match the following day — necessitated an early start.

The Swedish team for the second match was stronger than at Halmstad, including five international champions, and the Scandinavian heavyweight champion, imported from Norway to box George Harris.

Fortunately, George had no ill effects from his previous day's bout, and outboxed his formidable opponent, winning convincingly on points.

Dave Burton outpointed the Swedish champion, while Bill Newton, boxing as a middleweight, unleashed a straight right to put his opponent on his back early in the first round.

## DATES TO NOTE

Some excellent boxing should be seen in the Royal Naval Barracks, Portsmouth, on March 19 and 20, and again on April 3.

The Combined Services individual championships take place on the March evenings, the semi-finals on the 19th, and the finals the next day.

Tickets for the semi-finals are 5s. and 2s. 6d., while those for the finals range from £1 to 2s. 6d.

The A.B.A. quarter-finals — C.S.B.A. versus Wales — take place on April 3, the cost of tickets ranging from £1 to 2s. 6d.

Boxing starts on each evening at 7.30 p.m.

## EXOTIC GULF SAIL

When landfall is a shimmer of date palms on the horizon, and the surrounding sea is filled with exotic fish, an account of yachting in the Persian Gulf has all the atmosphere of a sailing paradise.

While U.K. was groping in the chill darkness of permanent "British Summer Time" around Christmas, Lieut. K. A. Gristy, of H.M.S. Aurora, had borrowed H.M.S. Jutair's recently-acquired Contessa class folkboat Shahin.

With three separate crews from the frigate, he sailed from Bahrain, along the coast of Iran and the Trucial States, and back to the naval shore base, a trip of 750 miles.

Some of the crew members had never been in a yacht before, but (writes Lieut. Gristy) they settled down remarkably quickly and within a few hours were able to steer an accurate course and learned the rudiments of sailing.

## PLAYFUL PORPOISES

The sea was alive with fish life, and large schools of porpoises went snorting and wafting past, occasionally stopping to play "torpedoes."

Fish splashed and plopped all around, and gaudy orange and black sea snakes would wriggle by, giving a short stare and vanishing into the depths.

Lying off the town of Qais, a small boat came out, heavily laden with officials and their inquisitive friends.

The first question asked was: "Do you have guns?" The yachtsmen quickly allayed any fears that they had arrived to plant the Union Flag on Persian soil, and the new arrivals became more amicable.

## "STRANGE VESSEL"

"By now we were very much the centre of attraction. The local inhabitants had flocked down to the beach to observe

this strange white-hulled sailing vessel with four Englishmen aboard," records Lieut. Gristy. "We later learned that they had never seen a yacht before."

A fascinating call was a Dubai Creek, with the town of Dubai on one side and Dayrah on the other.

"It is a major trading centre," says Lieut. Gristy, "with dhows lined up three and four deep along the waterfront of Dayrah, while motor and oared ferry boats scuttle between the towns."

"Standing serene and majestic above the bustle of commercial activity are the minarets and mosques, constant remind-

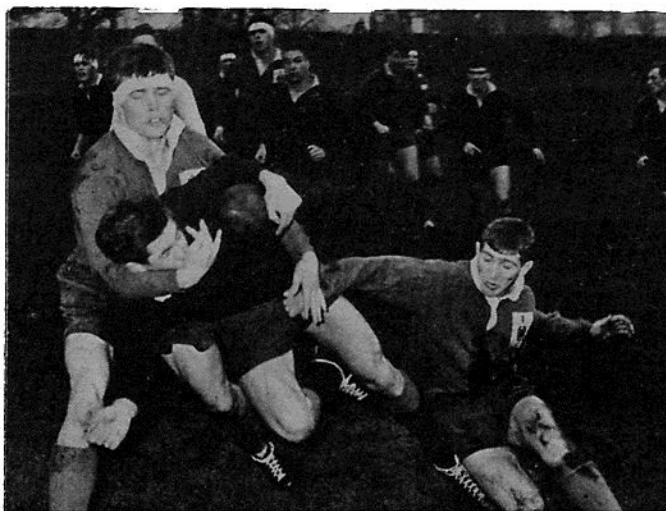
ers of the influence of Islam."

Of course, being a sailing expedition, it wasn't roses all the way.

Much of the time the yacht found only light airs, and lying becalmed during the day with little or no shade was not exactly pleasant in the intense heat."

The gas stove failed, the flexible drive coupling between engine and propeller shaft sheared, and there were hazards in cooking on a paraffin stove.

"But all too soon the cruise was over," adds Lieut. Gristy, "having provided a wonderful opportunity for a memorable trip in the Gulf."



Malcolm Anthony, the Navy prop forward (left), and John Davies, Navy scrum half (right), deal with a Dartmouth player during the match between the Royal Marines and B.R.N.C., Dartmouth. For the second year running the Marines proved too strong and won 34-nil.

## RUGBY NOTES BY NIMROD

defence is cast-iron.

The backs will be good in attack and tries will be scored at Twickenham on February 8 if the open type of game is played.

## FINE WIN

Good tackling by Gibson and Gareth Jones, forceful attacking by Brown, good kicking by Tuffley and speedy work by Glyn Jones, all of whom were supported by strenuous efforts by the remainder of the side, provided the Service with a fine win at Blackheath on January 25.

## On to championship

Following the commendable display against the Fijian Touring XV, the Royal Navy (Singapore) Rugby team met the Army in the Inter-Service competition.

Until eight minutes from the end there was no score, but a drop goal by Cpl Taff Toms, followed by a try from Cpl Stuart McVernon, converted by Cpl Dick McArdle, gave the Navy an eight-nil win.

The second match was played

under lights against a strong R.A.F. team.

McVernon soon carved an opening for the Navy to put Cpl Frank Raines over, and five minutes later they were six points up when Lieut J. Halley scored a try. Toms scored from a penalty to give the Navy a nine-nil victory and the Inter-Service championship for the season.

The Navy's record for the season: Played 14, won 11, drawn two, lost 1. Points for, 269; against, 48.



R.N.S.A. prizegiving: Sir Alec Rose presents the Hammond Cup to Lieut. Rodney Pattisson for the best individual sailing performance of the year. Lieut. Pattisson had won the trophy for the second year running.

## Sir Alec's trophy

Attending his first official function as Honorary Life rear-Commodore of the Royal Naval Sailing Association, Sir Alec Rose presented prizes at the association's 26th reunion and prizegiving. The event was held in London, at the time of the Boat Show.

Some 180 members and guests attended, including some well known names in yachting circles, among them the First Sea Lord, Admiral Sir Michael LeFanu.

The new commodore, Vice-

Admiral I. L. M. McGeoch, read a message from the Queen and Duke of Edinburgh, who is admiral of the association.

After presenting the awards, Sir Alec Rose took his place as final prize-winner and received from Lady Hopkins, wife of the outgoing commodore, Admiral Sir Frank Hopkins, the new Alec Rose Trophy.

A magnificent silver globe, which was exhibited in Lively Lady at the Boat Show, it was awarded for the best single-handed achievement of the year.

## PACK IS LIGHT, BUT SOUND

The first match in the work-up before the Navy versus the Army match was played against the Civil Service at the Rectory Ground, Devonport, on January 22.

The last time a Navy team played at the Rectory was in 1962, and to mark the visit after such a long lapse the West Country laid on a typically claggy, mild, moist day — and a very good crowd.

The Navy team was experimental, while the Civil Service side, which contained

some good players, had played together several times before.

Starting off with a burst, the Navy almost scored in the first two minutes through Malcolm Anthony, but the experience of the Civil Service told in the end, and they won 14-3 after a very hard game.

Peter Jackson scored a good try for the Navy.

## MAIN LESSON

The main lesson learned was that the pack is sound but light, which means that the Navy must

not lose any opportunity of opening up and running with the ball.

This places a lot of responsibility on the half-backs, who must initiate all attacking movements quickly.

It was sad to see possession wasted at Devonport, although in the conditions players could be forgiven for dropping passes occasionally.

A light, mobile pack need not be a disadvantage so long as they use their energy in the right way and make sure that their



# Navy are ski champs

The Royal Navy won the Inter-Services skiing championships for the first time at Zermatt on January 22 and 23, their superiority in slalom racing on the second day overcoming the slight advantage that the Army gained in the downhill on the first day.

In the downhill race the Army finished in 11min. 59.2sec., only 1.5sec. in front of the Royal Navy. The time for the R.A.F. was 12min. 18.9sec.

In the slalom, Mid. P. du Pon was the fastest man of the day, his total time for the two runs being 87.4sec. Mid. Andrew Baird, who at Val d'Isere won the British National Ski Federation slalom championship and captained the Royal Navy team, was second in a time of 90.7sec.

## COLLEGES' MATCH

For the first time since the Inter-Services Colleges Ski Championships were started eight years ago, they have been won by Britannia Royal Naval College, Dartmouth. R.A.F.C. Cranwell was second, and R.M.A. Sandhurst third.

The competition was raced in perfect conditions over a giant slalom course at Zermatt on January 2, and two slalom courses on January 3, set on the Garkn slopes.

Dartmouth's success was due to some fine skiing by Mid. A. N. Baird, who carried off the trophies for the giant slalom, slalom, and combined results.

He was well backed up by Sub-Lieut. J. R. Cartwright, and team captain Sub-Lieut. R. L. Guy.

The victorious team was trained by Lieut.-Cdr. G. G. Nielson, a previous captain of the Navy ski team.

The final results, Dartmouth 33,643, Cranwell 34,087, and Sandhurst 34,336, show a very closely contested competition.

## Offshore racing

Spirit of Cutty Sark. Lieut. Leslie Williams's boat in the single-handed Transatlantic Race, will be entered for a full programme of offshore races this year by the Royal Naval Sailing Association.

Members can apply for berths to the R.N.S.A. Secretary, c/o Royal Naval Club, Pembroke Road, Portsmouth.

## FORTH WINS THE 'COCK'

The submarine depot ship H.M.S. Forth offered a grandstand view of the Far East Fleet's annual sailing regatta at Singapore naval base. Fittingly, it was the Forth's team which won the "Cock of the Fleet" trophy for bosun dinghies.



The Dartmouth team in the 1969 Inter-Services Colleges ski championships. Back row, left to right: Mid. A. N. Baird, Sub-Lieut. R. L. Guy, Mid. A. W. T. Sanders, Cdt. K. C. J. Fisher, Sub-Lieut. J. R. Cartwright. Front row: Cdt. T. H. Dawkins, Cdt. T. J. Eltringham, Cdt. R. J. Lewcock.

## Lone yachtsmen

Galway Blazer II, Cdr. Bill King's entry in the solo round-the-world race, was shipped to Southampton. Despite having capsized in the Atlantic off South Africa, the junk-rigged schooner was still in remarkably good shape.

Although out of the race, Cdr. King is expected to make a second attempt on the gruelling round-the-world trip when work on Galway Blazer is completed.

Another entrant, Lieut.-Cdr. Nigel Tetley, spent Christmas in the Indian Ocean, dining on roast pheasant with mushroom and wine sauce, accompanied by champagne.

Later, a Force 10 southerly gale battered the Victress for 24 hours, but there was little damage.

## Cyclocross. In the mud

The Royal Navy cyclo-cross championships were held at H.M.S. Dryad on December 22 in very wet, muddy conditions, mechanical failures being responsible for the retirement of most of the riders.

CPO Wtr Carter, of H.M.S. President, was the winner, followed home by ERA Taylor, of H.M.S. Dolphin, and NAM (O) Bateman, of H.M.S. Daedalus.

## Squash tourney

Individual winner at the R.N. women's squash rackets championship and inter-command tournament in December was 2/0 M. J. J. MacColl, with 3/0 M. E. Cutts as runner-up.

Wren B. Williams, of H.M.S. Raleigh, won the plate.

The competition attracted a record 27 entries.

The inter-command tournament was won, after a close and exciting day's play, by Naval Air Command. Results: Naval Air Command, won 7, lost 3; Plymouth and R.M., 6, 4; Portsmouth 2, 8.

Selected team to represent the R.N. women in the inter-Service championships at Cranwell on January 29, 30 and 31:

2/0 S. J. Hogg, 2/0 M. J. J. MacColl (Daedalus), 3/0 M. E. Cutts (President), 3/0 L. E. Beer (Drake), P.O. Wren J. Lomax (R.M. Deal). Reserve, 2/0 M. H. Gosse (Victory).

R.N. women have held the Inter-Service Cup for four consecutive years and have won it eight times in ten years.

## Sirius successes

The footballers of H.M.S. Sirius have added two American teams to the long list of sides they have defeated.

The matches were played against local teams when the ship docked at St Petersburg, Florida.

Three games were arranged — the third was lost — by the ship's NAAFI canteen manager, Mr. Stan Kerrison, who is manager and coach of the frigate's first and second elevens. His assistant, 19-year-old Keith Allen, plays for the second team.

To maintain football interest among the ship's company, Mr. Kerrison has donated a rose bowl for competition between the ship's departments.

## Air women top

The Naval Air Command "A" team won the Royal Navy Women's Inter-Command 22 rifle shooting competition for 1968 with a score of 1,132 points out of a maximum of 1,200.

Portsmouth Command "A" team was second with 1,096 points. Third, fourth and fifth were Naval Air Command "B" (1,093), Plymouth and R.M. Command (1,086), and Portsmouth Command "B" (992) respectively.

## SPORTING ROUND-UP

### Against Russians

Team pennants were exchanged before a soccer match at the Jalan Besar stadium, Singapore, between the Kilibski Dynamos from Russia and Joint Services (Singapore).

The visiting Russians gave the Joint Services side a hard game winning 3-0.

"It was a good score for us even though we lost," said R.M. Sergeant Anthony Higgins, the Services captain. "The Dynamos had four World Cup players and had trounced other teams eight, nine, and 10-nil."

## Tiffies' Olympiad

Twice a year the two artificer training establishments in Scotland, H.M.S. Caledonia and H.M.S. Condor, which are only 60 miles apart, engage in an Olympiad of sport.

The sporting rivalry was instituted many years ago to bring together again apprentices who joined the Navy at H.M.S. Figgard and then went their various ways on completing Part I training.

H.M.S. Condor has won the

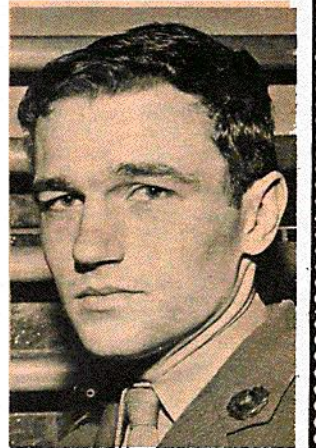
Olympiad ten times and H.M.S. Caledonia four times. During the past year, honours were even, H.M.S. Caledonia winning the summer event and H.M.S. Condor the autumn.

Ten sports or games are played in the summer — cricket, volleyball, softball, tennis, athletics, shooting, basketball, water polo, sailing and golf.

In the autumn event, soccer, hockey and Rugby are substituted for cricket and softball.

## SUCCESSSES FOR TOP ORIENTEER

### SPORTSMAN OF THE MONTH



Lieut. J. J. Thomson

ships last September. The qualification was to have run in nine championship races and the five-day event in Sweden.

Lieut. Thomson won three of the nine races — the Kjellstrom Trophy (against a Swedish club and all the best in Britain), the Southern championships and the South-East Scottish championships.

Other successes were — 11th Scottish, 7th South-East and 7th in the National championships.

Accompanied by about 15 others from Britain, Lieut. Thomson went to Sweden for the Swedish five-day event, finishing 51st in his class of 150. He was the second Englishman home. There were 5,000 orienteers in the competition.

The world championship turned out to be a very disappointing race for our orienteer, who finished 51st out of 63, but on return to the United Kingdom he scored three firsts — the East Midlands and two Southern events each of which attracted 400 entries.

One of the most outstanding orienteers in the country is Lieut. Jonathan James Thomson, R.M. Many people have not heard of orienteering. It is a sport calling, not only for fitness, but an ability to get from point to point successfully by compass reading.

Competitors learn the course in an enclosure, where they mark their maps with the route shown on a master map. Control point B, for example, might be shown as "a holly tree by the track and path junction."

The competitor ascertains that the grid reference is 889348 and he (or she) works out the magnetic bearing from point A to point B as 274 degrees.

## Cross-country

Lieut. Thomson started orienteering while on a physical training course in February, 1967. Previously his sporting activities had been mainly cross-country running.

After joining the Royal Marines in September, 1963, he soon made his mark, being second in the R.M. cross-country championships in 1964. He took first place in 1965 and was second in 1967 and 1968.

He once held the Royal Marine mile record in a time of 4min. 21.5sec.

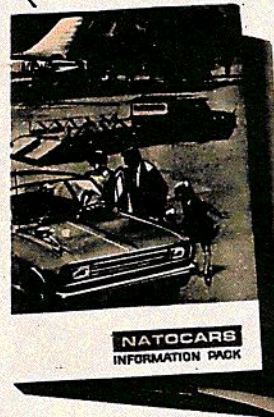
In 1965 and again in 1968 Lieut. Thomson was fifth in the Royal Navy cross-country championships.

Orienteering really got into his blood in 1967, and for 18 months he raced every Sunday, taking part in the Swedish five-day competition to gain experience.

In the same year he was first in the R.M. orienteering championships and 11th in the national event. A broken compass was mainly responsible for his tenth place in 1968.

Hard training produced a string of successes in 1968 and the opportunity to take part in the world champion-

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